



DATE: December 15, 2008

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A CONDITIONAL USE PERMIT (C-24-08) TO PERMIT A TEMPORARY MOBILE ASPHALT PLANT FACILITY WITHIN THREE ACRES OF THE EL CORAZON PROPERTY LOCATED SOUTH OF MESA DRIVE, EAST OF EL CAMINO REAL, AND NORTH OF OCEANSIDE BOULEVARD – MOBLIE ASPAHLT PLANT – APPLICANT: THE CITY OF OCEANSIDE**

RECOMMENDATION

Staff recommends that the Planning Commission by motion:

- (1) Adopt Planning Commission Resolution No. 2008-P74 adopting a Mitigated Negative Declaration for Temporary Mobile Asphalt project, in light of the whole record that the project will not have a significant effect on the environment; and
- (2) Adopt Planning Commission Resolution No. 2008-P75 approving Conditional Use Permit (C-24-08) with findings and conditions of approval attached herein.

PROJECT DESCRIPTION AND BACKGROUND

Background: The project is located south of Mesa Drive, east of El Camino Real, and north of Oceanside Boulevard, within a three-acre portion of the City-owned property known as El Corazon. The site is near the central portion of the El Corazon site, and is accessed by a 0.75-mile long, unpaved driveway via Oceanside Boulevard. This proposed use will be located within the existing boundaries of the reclamation site of El Corazon. The majority of the site was used as a silica mining operation in the past.

Site Review: The subject site zoning designation is PD-1 (Planned Development-1) and the General Plan Land Use Category is (Industrial). Surrounding land uses include open and public spaces, such as the green waste recycling facility and second senior center currently under construction. North of El Corazon is the Oceana Senior

Development, to the east is the Ocean Ranch Business Park, south are the Evergreen Nursery and other industrial uses, and to the west are apartments and self storage units.

Project Description: The project application is comprised of a Conditional Use Permit (C-24-08) as follows:

A request to permit the operation of a temporary mobile asphalt plant that would use the current Oceanside supply of used asphalt that is delivered to the site for crushing and sorting. The subject of the CUP is a request for a 12,000-gallon above ground asphalt oil storage tank. The asphalt oil must be heated to 212 degree to flow through connecting pipes to a mixing drum where it is mixed with sand and aggregate, then heated to make asphalt. The asphalt will be sold to local municipalities, and contractors for various projects, including the proposed roadways within the El Corazon Master Development, and various City projects. The Mobile Asphalt Plant is self-contained on a semi-truck trailer, and does not require any electrical hook-ups or waste disposal, and is only operated on a needed basis depending on the demand for the finished asphalt material.

The mobile asphalt plant would be located on three acres within the existing reclamation area that is approximately 49 acres of the 465-acre El Corazon site. The reclamation area currently has a temporary office trailer, vehicle scale, rock crusher/sorter, and miscellaneous equipment used in the site reclamation and to recycle concrete and asphalt.

The City will amend Moody's reclamation operational lease to permit the mobile asphalt plant to operate at the proposed location for five years with no renewal options. A detailed project description can be found on the Mitigated Negative Declaration for the project. The hours-of-operation are limited to 7:00 a.m. to 6:00 p.m. weekdays, 7:00 a.m. to 3:00 p.m. on Saturdays, and no work is allowed on Sundays or holidays.

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

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

ANALYSIS

KEY PLANNING ISSUES

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

The zoning designation for the site is PD-1 (Industrial). The site is currently being used to process concrete, asphalt and rock into usable material for the site reclamation. The proposed temporary asphalt plant is classified as an Industrial use - a permitted use within the subject zoning district. The General Plan Land Use for the site is Industrial. The subject designation permits a full range of industrial manufacturing and processing uses. The proposed asphalt plant is a permitted use within this land use category. The 12,000-gallon above ground storage tank requires approval of a conditional use permit. The tank and spill containment system is in compliance with all local, state, and federal laws.

All operations of the temporary asphalt plant will be operated within the enclosed mixing drums and will be located at least 1,600 feet from Rancho Del Oro Drive and 2,000 feet from any residential neighborhood.

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

Areas of potential concern such as visual quality, noise, odor, and traffic impacts have been addressed through appropriate site design, and are analyzed in the Final Mitigated Negative Declaration for the project. The temporary asphalt plant facility will have a five-year lease and will be used on an as needed basis. The term of the CUP for the above-ground storage tank will be five years as well.

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

Visual Quality and Aesthetics Impact Analysis: The proposed temporary asphalt facility is near the central portion of the El Corazon site within the existing reclamation facility location. The reclamation area is screened from viewing by a hillside from Mesa Drive, El Camino Real, and Oceanside Boulevard. An existing earthen berm screens the view from Rancho Del Oro Drive. Because of the existing hillsides and earthen berm on the El Corazon property, the mobile asphalt plant will not block or adversely affect views of the ocean or other scenic views/vistas.

Noise: A noise analysis was prepared to ensure that the proposed project would adhere to the City Noise Ordinance and regulations. The report found that the proposed project will meet the Oceanside City Code (Section 38.12) noise requirements for industrial activities. Since the proposed location of the plant is within the existing reclamation area and green waste facility, and near the noise generated by those activities, the proposed plant is not anticipated to increase the existing ambient noise beyond these activities. Therefore, the proposed project would have a less than significant impact for this issue area.

Air Quality and Odor Impact Analysis: The project site is located within the San Diego Air Basin (SDAB), which is governed by the San Diego Air Pollution Control Board (SDAPCD). The mission of the SDAPCD is to protect the public from the harmful effects of air pollution, achieve and maintain air quality standards, foster community involvement, and develop and implement cost-effective programs meeting state and federal mandates,

considering environmental and economic impacts. Included in the APCD's tasks are monitoring of air pollution, preparation of the State Implementation Plan (SIP) for the SDAB, and the promulgation of Rules and Regulations. The rules and regulations include procedures and requirements to control the emissions of pollutants and to prevent adverse impacts. Since operation of the project will need to obtain a permit from the APCD, it is determined to be consistent with State Air Quality requirements. Therefore, the proposed project would not violate any air quality standards or contribute substantially to an existing or project air quality violation. A less than significant impact is identified for this project.

Potential odor impacts were also addressed in the Mitigated Negative Declaration. The future senior center (currently under construction) and residential areas are considered to be sensitive receptors in proximity to the mobile asphalt plant. The proposed plant will be screened from the senior center by an earthen berm which is anticipated to block both wind, and any small quantity of odor that may be associated with the plant operation. In addition, a "Blue Smoke Control" system will be installed on the mobile asphalt plant. This system uses the latest technology to reduce or eliminate any visible emissions and odor from being released at the facility. The Blue Smoke Control system will eliminate the potential for the plant to generate objectionable odors that may effect the sensitive receptors.

Traffic Impacts/Traffic Impact Analysis: Since the proposed asphalt facility would be used on an as needed basis, the vehicle trips generated by the use would be very minimal, and would result in a less than significant impact to the environment. A traffic study was prepared by Linscott, Law and Green Span Engineers, for the proposed project using the projected increase of approximately 40 truck trips per day with the proposed project. Based on the evaluation of this increase in traffic, the study concluded that the facility would not cause any new traffic impacts. Therefore, there is a less than significant impact from the vehicle trips generated by this project.

Biological Resources Impact Analysis: The site is currently disturbed by the mine reclamation activities and would not expand the existing reclamation footprint. The project site is within El Corazon and is located south and east of the existing Garrison Creek riparian corridor. This riparian corridor is considered sensitive habitat and is separated from the project site by about 100 feet in elevation and a ridgeline that acts as a boundary between the reclamation activities and the sensitive habitat. Therefore, there would be no direct habitat impacts. However, due to the proximity of riparian and coastal sage scrub habitats along Garrison Creek, there is the potential for indirect (light, noise, etc.) impacts to the California gnatcatcher and least Bell's vireo that are found within these habitat areas. The Final Mitigated Declaration and project resolution includes mitigation measures, which would help reduce potential indirect impacts.

CONCLUSION

In conclusion, the mobile asphalt plant will be a temporary (5 years) use on El Corazon and will be removed if development in accordance with the proposed El Corazon Specific Plan occurs at a rapid pace. Due to the location of the proposed asphalt plant in the center of the site and incorporation of mitigation measures, the proposed operation of a mobile asphalt plant will not adversely affect the site or surrounding properties.

ENVIRONMENTAL DETERMINATION

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

PUBLIC NOTIFICATION

Legal notice was published in the North County Times and notices were sent to property owners of record within a 1500-foot radius of the subject property, individuals and or organizations requesting notification, applicant and other interested parties. As of December 10, 2008 several comments and concerns regarding noise, odor and traffic impacts were received and analyzed by Staff.

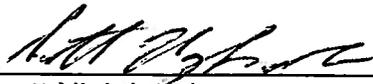
SUMMARY

In summary, staff believes that the proposed Conditional Use Permit is consistent with the requirements of the Rancho del Oro Specific Plan and the policies outlined in the General Plan. Therefore, staff finds that the Temporary El Corazon Mobile Asphalt Plant facility will not significantly impact the El Corazon site or surrounding neighborhood and would promote alternative methods for reusing asphalt materials. As such, staff recommends that the Planning Commission approve the project. The Commission's action should be:

- Consider the Mitigated Negative Declaration for Temporary Mobile Asphalt project in light of the whole record that the project will not have a significant effect on the environment and adopt the Mitigated Negative Declaration by adopting Planning Commission Resolution No. 2008-P74; and

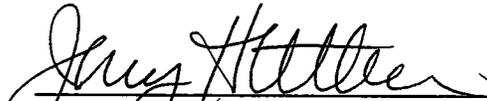
-- Move to approve Conditional Use Permit (C-24-08) and adopt Planning Commission Resolution No. 2008-P75 as attached.

PREPARED BY:



Scott Nightingale
Planner II

SUBMITTED BY:



Jerry Hittleman
City Planner

JH/SN/fil

Attachments:

1. Mitigated Negative Declaration for the El Corazon Mobile Asphalt Plant Project
2. Site plan & Erosion Control Plan
3. Planning Commission Resolution No. 2008-P74
4. Planning Commission Resolution No. 2008-P75
5. Administrative Directives: (AD-17, Changes to the Adopted Budget, AD-18, Risk Management Fund 814, AD-19, Asset Forfeiture Funds 204)
6. El Corazon Oversight Committee Memo

**Mitigated Negative
Declaration for the El
Corazon Mobile Asphalt
Plant Project**

**Draft December 2007
Final October 2008**

Prepared for
**City of Oceanside
Capital Improvements Division
300 North Coast Highway
Oceanside, CA 92054**

Prepared by
**HDR Engineering, Inc.
8690 Balboa Avenue, Suite 200
San Diego, CA 92123**

ONE COMPANY | *Many Solutions*

HDR

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PREFACE

This is a Final Mitigated Negative Declaration (MND), prepared pursuant to the California Environmental Quality Act (CEQA), addressing potential environmental consequences of the installation of the Mobile Asphalt Plant, at the El Corazon Reclamation Area, in the City of Oceanside. The Draft MND was circulated for public review for a 30-day period that concluded on May 5, 2008. There were seven emails/letters providing comment on the proposed project. Both comment letters and responses to those emails/letters are provided in the last attachment.

It should be noted that multiple comments were concerned over odors and potential air quality impacts associated with the proposed project. The following discussion is provided to further clarify the intended control devices that will be installed at the plant prior to operation. The potential air quality impacts associated with asphalt plants utilize two separate systems to control particulate emissions from mixing and loading asphalt. The asphalt drum is vented to a baghouse. This baghouse collects particulate generated from the turning over of material over in the drum and mixing process. The particulate is captured in the baghouse while the air is allowed to pass through and vent to the atmosphere.

The second system utilizes a "Blue Smoke" control unit. This unit captures and retains the "Blue Smoke" generated by the blended asphalt as it moves from the drum to the trucks. The "Blue Smoke" collector utilizes the principal of vertical air flow or "up flow". Up flow enables the collected oil to drip down into the dirty air plenum thus preventing the collected liquid from entering the clean air stream. There are six stages of filters that are specifically developed for collecting oil mist.

Expressed in the comment letters was also the permitting process for this type of operation. The San Diego Air Pollution Control District (SDAPCD) has specific requirements for Asphalt Concrete Plants as outlined in Rule 260.90. The specific limitations are identified under Rule 260.92 Standard for Particulate Matter. Under this rule no emissions which: 1) contain particulate matter in excess of 90 mg/dscm (0.04 gr/dscf), 2) exhibit 20 percent or greater, opacity. These requirements must be met prior to the SDAPCD issuing a "Permit of Operate" the equipment at the facility.

SECTION 1.0 INTRODUCTION

1.1 PROJECT NEED AND OBJECTIVES

The City of Oceanside is continuing active reclamation of the sand mine at the El Corazon site. The El Corazon site is located in central Oceanside between El Camino Real and Rancho del Oro, Mesa Boulevard and Oceanside Boulevard (Figure 1). For approximately the last ten years the City has contracted mine reclamation work to Moody's Environmental Reclamation & Recycling (Moody's). The reclamation activities consist of collecting clean construction/demolition debris (primarily asphalt and concrete) at the site thus diverting it from the landfill. Once onsite the debris is sorted and crushed. A portion of the recycled material is sold to local contractors and a portion of the material is used to fill one of the historic mining tailing ponds near the central portion of El Corazon. The reclamation efforts will continue at this former pond until the land is deemed safe and stable by the City.

The City has identified that there could be an increased use of the recycled material if there were additional types of materials available at the site. One of the additional materials identified included asphalt paving material. The objectives of having asphalt paving materials available at the El Corazon site include:

- A local source of asphalt for the City of Oceanside. This could provide the paving materials necessary for development components identified within the El Corazon Master Plan
- An increase in the diversion of solid waste material from the local landfills.
- Provide additional income to the City through the sale of the asphalt materials.

1.2 PROJECT LOCATION

The project is located within the El Corazon reclamation site near central Oceanside. The overall El Corazon site is bounded by Mesa Drive to the north, Rancho del Oro to the east, Oceanside Boulevard to the south, and El Camino Real to the west. The reclamation site is near the central portion of the El Corazon site, and is reached by a 0.75 mile long, unpaved, driveway that enters from Oceanside Boulevard. The driveway is the same one used to access the El Corazon Green Waste Facility.

1.3 PROJECT DESCRIPTION

The City of Oceanside is proposing to allow Moody's to operate a Mobile Asphalt Plant on approximately three acres within the existing reclamation site. This would not increase the current boundaries of the reclamation site. The asphalt plant would use the current supply of used asphalt that is delivered to the site for crushing and sorting. Instead of selling this processed material to local contractors for projects, the material would be mixed in batches with sand, aggregate, and oil, mixed, heated to between 100 – 200 degrees Celsius. The finished material would then be made available for sale to local municipalities and contractors for various paving projects including the proposed roadways within the El Corazon Master

Figure 1. Location Map

Development Plan. The asphalt mixture could be adjusted to the desired customer specifications. The asphalt plant would be a mobile, self contained unit, and would be operated on an “as-needed” basis depending on demand for the finished material. Additionally, in order to operate, the mobile asphalt plant would be permitted by the San Diego County Air Pollution Control District. The plant is anticipated to operate on site for the remainder of the Moody’s reclamation contract, which is another five years (until approximately 2013).

1.4 SITE DESCRIPTION AND SURROUNDING LAND USES

The mobile asphalt facility is anticipated to use approximately three acres of the overall forty nine acre reclamation site. The reclamation site currently has a temporary office trailer, vehicle scale, rock crusher/sorter, and miscellaneous equipment used to move the material around once on site. The overall site is situated in a slight depression with a solid hill mass extending forty to sixty feet tall along the western and northern boundary. An earthen berm of approximately fifteen feet completes the site boundary along the eastern and southern boundary.

1.5 AUTHORITY TO PREPARE A MITIGATED NEGATIVE DECLARATION

As provided in the California Environmental Quality Act (CEQA) Section 15070 (Title 14 – California Code of Regulations), an Mitigated Negative Declaration (MND) may be prepared for a project subject to CEQA when an Initial Study has identified that there are no significant effects to the environment. The City is the lead agency and is responsible for the planning, construction, and overall development of the overall El Corazon site. Based on the findings of the Initial Study/Environmental Checklist Form that was prepared for this project, the City has determined that preparation of the ND is the appropriate method to present environmental review of the proposed project in compliance with CEQA. The Initial Study/Environmental Checklist Form is included as Section 3.0 of this document.

1.6 PREPARERS OF THE MITIGATED NEGATIVE DECLARATION

This MND was prepared by HDR Engineering, Inc. 8689 Balboa Avenue, Suite 200, San Diego, California, 92123. The following professionals contributed to its preparation.

Betty Dehoney – Principal-in-Charge
Chuck Cleeves – Project Manager
David Dettloff – Graphics/GIS
Terri Parsons – Document Production Specialist

1.7 RESULT OF PUBLIC REVIEW

- () No comments were received during the public input period.
- () Comments were received during the public input period, but they did not address the Draft Mitigated Negative Declaration findings or the accuracy or completeness of the Initial Study. No response necessary. The letters are attached.

(X) Comments addressing the findings of the Draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses are presented in Section 1.7 of this Final MND.

Copies of the Negative Declaration are available for review at the City of Oceanside, Planning Counter, 300 North Coast Highway, Oceanside, CA 92054. The City is open during normal business hours.

Signature

Date of Draft MND

Signature

Date of Final MND

RESPONSE TO COMMENTS

A copy of each letter with bracketed comment numbers on the right margin is followed by the response for each comment as indexed in the letter.

Letter No.	Commenter	Letter Date
1	C. Hernandez	6/28/08
2	Rose L. Toomey	6/26/08
3	Francine Fox	6/24/08
4	Jamie Vaughn	6/15/08
5	May Clarke	5/3/08
6	U.S. Fish and Wildlife Service/California Dept. of Fish and Game	4/30/08
7	Worley Schwartz Garfield & Prairie	5/2/08

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Response to Comments

Page 1 of 1

Letter 1
C. Hernandez
June 28, 2008

Cleeves, Chuck

Subject: RE: visit to Asphalt Plant comments

From: Jerry Hildeman [mailto:JHildeman@ci.oceanside-ca.us]
Sent: Monday, June 30, 2008 7:55 AM
To: Gary Quirey; Cleeves, Chuck
Cc: Michelle Skaggs-Lawrence
Subject: FW: visit to Asphalt Plant comments

fy)

From: C.Hernandez [mailto:cmh1281@cox.net]
Sent: Saturday, June 28, 2008 12:49 PM
To: Rita Moor
Cc: Doug Eddow; Jerry Hildeman; Diane Nygaard
Subject: visit to Asphalt Plant comments

Rita:

6-28-08

some brief notes on the visit to the Asphalt Plant:

encouraged 3 acres, required a bath wheel sweep before reentering the street traffic, at least 60 trucks with beds entering the plant, same leaving the plant, trucks were not required to have their trucks covered when they left the plant.

The emissions coming out through the filtering system were Carbon Monoxide, Oxygen Oxide, Particulates dust. When I arrived on the plant, the emission from the mountains of Asphalt effected my breathing, the bar attendant was very truthful and answered all our questions.

also the noise in the plant was very noisy from the machinery and the trucks

1-1

1-1. The comment addresses air quality and odor issues related to an existing asphalt plant. The MND has an expanded explanation of the air quality and odor control for the project.

Letter 2
Rose L. Toomey
June 26, 2008

Page 1 of 1

Cleeves, Chuck

From: Jerry Hittelman [JHittelman@co.oceanside.ca.us]
Sent: Thursday, June 26, 2008 3:11 PM
To: Doug Edlow; Gary Gurley; Cleeves, Chuck
Cc: Michelle Shogge-Lawrence
Subject: FW: Mobile Asphalt Plant

M

From: roseltoomey@cox.net [mailto:roseltoomey@cox.net]
Sent: Thursday, June 26, 2008 3:00 PM
To: Jerry Hittelman
Subject: Mobile Asphalt Plant

HELLO JERRY HITTLEMAN,

PLEASE...DENY THIS APPLICATION/BUILDING OF A MOBILE ASPHALT PLANT IN THIS AREA.

WE CITIZENS HAVE BEEN LEAD TO BELIEVE THAT THE 465-ACRE EL CORAZON SITE WOULD BEAUTIFY OCEANSIDE! THIS WOULD NOT.

CONSIDER, WIEMPATY, ALL THE MANY LIVING IN THIS AREA WHO SUFFER WITH RESPIRATORY AILMENTS AND THE REST OF US WHOSE HEALTH WOULD SUFFER.

NO, NO, NO TO THIS APPLICATION FOR A MOBILE ASPHALT PLANT !!!

Respectfully,

Rose L. Toomey

760 722 7711

2-1

2-1. Comment noted. No change was made to the environmental document based on this comment.

3-12
} Cont.
} 3-13
} 3-14
} 3-15
} 3-16

Letter 3 (Continued)
Francine Fox
June 25, 2008

3-13. Comment noted.
3-14. Comment noted.
3-15. Comment noted.
3-16. Comment noted.

reasons?
11. What is the amount of the expected annual tax revenue to the City of Oceanside for this proposed asphalt plant project?
12. How does the amount of this asphalt company U.S. Citizens, and Federal and California State taxes tax compare?
13. Who would profit the most from putting an asphalt plant here?
14. What other uses for this land have been proposed and considered that would also generate significant tax revenues for the City of Oceanside?

Thank you in advance for the answers to those and many more questions that I am sure have come up so far, and will surely be addressed at the upcoming public hearing. We plan to attend and will be sure to have the date, time, and location of the public hearing on this proposed asphalt plant at our community. Again please! Be on Asphalt!

Sincerely,
Francine Fox, Treasurer
for the Board, Ocean South Unit Two
(760) 721-4333
franzfox@yahoo.com

2

Response to Comments

Letter 4
Jamie Vaughn
June 15, 2008

Cleaves, Chuck

From: Jerry Hillman [jhillman@ci.oceanside.ca.us]
Sent: Monday, June 16, 2008 9:59 AM
To: Gary Gurley
Cc: Michelle Stoggs-Lawrence; Doug Eddow; Cleaves, Chuck
Subject: FW: Asphalt Plant

Hi - we'll address this in response to comments..

From: Jamie Vaughn [mvaughn@ci.oceanside.ca.us]
Sent: Sunday, June 15, 2008 10:21 AM
To: Jerry Hillman
Cc: jvcemson@yahoo.com
Subject: Asphalt Plant

Dear Mr. Hillman,

I am a homeowner in the Bluffs condo complex up the hill from the proposed asphalt plant. I recently received the Notice of Application form in the mail. I am concerned about the effects of this plant on my residence. I was wondering about the possibility that there will be toxic fumes, or a smell coming from the plant. Can you give me any information on the negative impact this project could have on my home?

Thanks so much,

Jamie Vaughn

4-1. As designed the asphalt plant is expected to have minimal odors because of the use of the closed system for grinding and mixing the materials. There is not anticipated to be any negative impact on any property located nearby. Additionally, since the public review period for the Draft MND, the City has prepared an Odor Study for the proposed project. This study is attached to this Final MND.

4-1

Response to Comments

Letter 5
Mary Clarke, Sierra Club
May 3, 2008

Mary Clarke
168 Elise Way
Oceanside, CA 92037
760-431-7926
May 3, 2008

Jerry Hittelman, City Planner
City of Oceanside
300 N Coast Highway
Oceanside, CA 92054

Subject: Comments on MND - Mobile Asphalt Plant, El Corazon Reclamation Area

Dear Mr. Hittelman:

I am writing these comments on behalf of the North County MSCP/MHCP Task Force of the Sierra Club - San Diego Chapter. The Sierra Club is concerned about the impacts of projects on sensitive environmental resources and on communities. We believe that a CEQA document that fully analyzes the environmental impacts of a project and proposes appropriate mitigation measures is crucial to the decision-making process. In the spirit of insuring that the CEQA document for the Mobil Asphalt Plant at El Corazon (ELC) is as thorough as possible, we are submitting the following comments and recommendations.

The proposed Mobile Asphalt Plant could have direct and indirect impacts in an area that is central to the city's overall conservation plan and is in a highly impacted local watershed. The MND has not fully analyzed or mitigated for these potential impacts. The only potential adverse impact that was identified is for Biological Resources. We believe there are also potential adverse impacts to Aesthetics, Air Quality, Water, Land Use and Planning, Noise, and Transportation, and these potential impacts need to be analyzed and properly mitigated. We find that the Checklist significantly underestimates the potential for such impacts and has not provided sufficient mitigation.

Following are our specific comments on the draft MND for this project. (Note that "Rev" is used to denote a recommendation and "MM" a proposed mitigation measure.)

Site Description

- The description of the size of the area currently impacted is not consistent throughout the document. Paragraph 1 on the Background says 15 acres, in other places it is described as 10 acres, and on page 10, it says that there will be no expansion of the current footprint. Please clarify the size of both the existing and proposed footprints and use a consistent description throughout.
- The description of the current recycling operation is not sufficient to assess any combined impacts from the current and proposed operations. In addition, there are numerous statements throughout like "the reclamation site operates during normal business hours

- 5-1. The environmental document was prepared in coordination between the City of Oceanside and current reclamation contractor, Moody's Environmental Reclamation and Recycling Inc. The information contained in the environmental is intended to provide full disclosure of the proposed operations.
- 5-2. The overall mine reclamation is approximately 49 acres, and the current materials handling area is approximately 15 acres. This has been clarified and made consistent throughout the document.
- 5-3. The hours for the asphalt plant and the reclamation area would be the same. The hours of operation are 7 am to 5 pm, however in winter the operations will close earlier because there is only limited security lighting in the area.

5-1

5-2

5-3

Response to Comments

Letter 5 (Continued)
 Mary Clarke, Sierra Club
 May 3, 2008

<p>(7 a.m. to dusk),” but there is no indication that hours/days of operation of the new plant will be restricted.</p> <p>Hours of operation could have an adverse impact, due to both noise and light glare.</p> <p>Rec: Provide a more complete description of the current operations, and all of the conditions/restrictions on this operation that are included within the existing CUP.</p>	<p>5-3 Cont.</p>	<p>5-4. Figure 2 is on page 3, and is the Regional and Vicinity Map. This includes both the surrounding area, as well as, the reclamation area and proposed location for the asphalt plant.</p>
<p>* There is no figure in the MND that shows the specific location of the 10 acres existing or the 3 acre additional project area within the 450 acre ELC site. Figure 1 is referenced on page 2 but is not included. Also, to our knowledge, there are no barriers or operating procedures that actually restrict the size of the area of operation. Heavy trucks can cause compaction of soil, changing site run-off characteristics and affecting future reclamation activities.</p> <p>Rec:</p> <p>Add a figure that clearly delineates the existing and proposed recycling operation on this site, driveway access and truck routes.</p> <p>Add a MM to specify the area of the site that is allowed to be impacted by this operation.</p> <p>Aesthetics</p>	<p>5-4</p>	<p>5-5. The mobile home park located north of Mesa Road near El Camino Real is oriented so that the units face away from Mesa Road and therefore away from El Corazon. Additionally, there is the steep northern facing slope that blocks views of the central and eastern portions of the site.</p> <p>The MND states that the proposed asphalt plant would not block any scenic vistas or ocean views. The MND does not state that the asphalt would not be viewable, just that it would not be blocking the previously mentioned scenic vistas or ocean views.</p>
<p>The total height of the silo is 30' while the earthen berm on the eastern and southern part of the site is identified as about 15'. It appears that about half of the silo will be clearly visible from the south and east. There may also be visibility from the north and west, depending upon how far from the solid mass hill the silo is located. There is a senior residential community located across Mesa Drive at a higher elevation than the entire ELC site so it is questionable that there will not be significant visibility of this operation from that community. The entrance road to the Senior Center off of Rancho del Oro also appears to be at a higher elevation and may also have visual impacts from this operation.</p> <p>Rec: Provide a more thorough analysis of visual impacts, taking into consideration the site topography, location of the silo related to the hill and berms, the new Senior Center and site access roads. Provide appropriate mitigation for any visual impacts, such as localizing the silo closer to the hill or using some kind of screening.</p> <p>Air Quality</p>	<p>5-5</p>	<p>5-6. This type of mobile cold mix plant is designed to have very limited, if any, odors during operations because of the internal mixing of materials. As stated in the MND, the plant will be permitted through the San Diego APCD. The permit requirements for the plant will be defined by APCD, but require compliance with release of particulates which is also known as the opacity criteria. As with all permitted operations APCD has the ability to inspect the operations at any time. As a requirement for this permit the inspection logs are expected to be kept onsite for a specified number of years to be determined on a case by case basis.</p> <p>It is not anticipated that the trucks using the site would idle or be onsite any longer than the trucks that are currently using the site.</p>
<p>The basic public concern is will this plant smell like asphalt? How strong a smell? And how often will this occur? There is nothing in the MND that adequately addresses this concern. It is noted that the San Diego Air Pollution Control District (APCD) has permitting and oversight authority over the mobile asphalt plant, but that does not eliminate the need to identify air quality impacts and what mitigation will be required. It has been our experience with other similar operations that citizen complaints of air quality violations rarely result in a timely inspection by the APCD; by the time they arrive the violating activity has stopped. At</p>	<p>5-6</p>	<p>5-6. This type of mobile cold mix plant is designed to have very limited, if any, odors during operations because of the internal mixing of materials. As stated in the MND, the plant will be permitted through the San Diego APCD. The permit requirements for the plant will be defined by APCD, but require compliance with release of particulates which is also known as the opacity criteria. As with all permitted operations APCD has the ability to inspect the operations at any time. As a requirement for this permit the inspection logs are expected to be kept onsite for a specified number of years to be determined on a case by case basis.</p> <p>It is not anticipated that the trucks using the site would idle or be onsite any longer than the trucks that are currently using the site.</p>

Letter 5 (Continued)
Mary Clarke, Sierra Club
May 3, 2008

the Hareon Aggregates Plant on N. River Rd., the CEQA document included a MM to require that inspection/compliance records be available on site, subject to inspection by city staff and the public upon proper request.

Reqs: Add a better description of type and duration of odors expected from the proposed plant operation.

Add a MM requiring compliance with all APCD requirements and that violations would result in cancellation of the CUP. (Not just a citation by the APCD)

Add a MM that records of required APCD inspections and compliance activities are maintained on site, and are available for city staff inspection upon request.

The analysis concludes that impacts to sensitive receptors are less than significant because there is not a substantial increase in the volume of material handled on the site or the volume of traffic. However, the impacts are not just from the volume of the material, but from the number of times it is handled and the way in which it is handled; consequently the actual impacts could be much greater than was identified. There is nothing in the discussion that assures that these impacts have been reduced. Furthermore, the issue is broader than just the number of truck trips. There will be a significant increase in the length of time trucks are idling on site, and an increase in the amount of time that multiple vehicles are within this same basin area, all potentially idling. This could cause an increase in pollutants in the immediate vicinity, similar to what occurs at a stop sign. Throughout the MND it states that there can't be impacts outside of the project area because of the hill on 2 sides and berms on the other 2 corners such impacts (noise, visual, etc.). The same hill and berms could result in intensifying air quality concerns in the immediate area by containing air pollution in a relatively confined area.

Rec: Further analysis of air quality impacts within the immediate project area is needed.

Water Quality Issues

P 10, item a, and several others state that "based on the immediate local topography any potentially polluted run-off is not anticipated to leave the project site." And then goes on to say that water retained on site is used for dust suppression. There are no figures that identify the "site" or that demonstrate that topography does not allow any run-off. Presumably, the water used for dust control is associated with the existing recycling operation, and not the proposed asphalt plant, but this is not clear from the description. Is any dust control spraying associated with the asphalt plant? If so, will there be additional water spraying on site from the combined operations that could result in either over-spray run-off or other run-off from the site? Furthermore, the conclusion is that the impact is "less than significant." This means there is some impact, but none has been described.

Reqs: Add a basic run-off flow diagram that delineates the "site" and demonstrates that all run-off is contained.

5-7. The statement that a "less than significant" impact is a CEQA term that is used to designate a threshold. When there is no quantitative threshold of significance then the term is used to say that there might be minor or small impacts, but it is not expected to exceed the CEQA threshold of significance for that issue area.

5-6
Cont.

5-7

Response to Comments

Letter 5 (Continued)
Mary Clarke, Sierra Club
May 3, 2008

5-7 Cont.	<p>Clarify the amount and pattern of dust control spraying.</p> <p>Explain exactly what the impact is and why it is determined to be less than significant.</p> <ul style="list-style-type: none"> There also is no discussion about any site control BMP's. <p>Rec: Please clarify if that means because there is no potential for run-off there is no such requirement and no SWPP or water quality permit is required.</p>
5-8	<p>P 16, item a, states that this area is part of the San Luis Rey Watershed. This is a factual error. San Luis Rey is the watershed to the north of the watershed where this project is located.</p> <p>Loma Alta is an impaired waterbody (on the 303(d) list) for eutrophication and bacteria. According to Regional Water Quality Control Board staff, when the areas of impairment in sub-basins within a waterbody are not delineated, the sub-basin carries the same impairment classification as the waterbody.</p> <p>Rec: Please discuss how it has been determined that this project will have no impact on this existing impairment, particularly considering that item a indicates the potential for some site runoff.</p>
5-9	<p>There is a statement that there will be berms under the equipment to contain spills. However, there is no description of the berm height, material, capacity or maintenance.</p> <p>Rec: provide further description of the proposed berms in sufficient detail to be able to assess their reliability over the life of this project.</p>
5-10	<p>Biological Resources</p> <ul style="list-style-type: none"> Item f should say "potentially significant unless mitigated." The MM proposed for item b. also addresses item f. <p>Since the project is located within the Wildlife Corridor Planning Zone (WCYZ) of the Oceanside draft MHCP subarea plan, the anticipated increase of over 160 PCB ADT truck trips per day at a minimum could result in substantial roadkill of terrestrial species, and disruption of nesting behavior of avian species. All indirect impacts on regional wildlife movements require mitigation. The proposed MM addresses potential avian impacts, but not roadkill.</p> <p>Rec: Add a MM to restrict truck speeds on interior roads and monitor roadkill along Oceanside Blvd.</p>
5-11	<p>Land Use</p>

- 5-8. The Erosion Control Exhibit has been modified to show the site BMPs. The site is surrounded by a 2' berm creating a holding capacity of 3.6 ac ft OF water. The asphalt storage tank is further contained within a 3' plastic lined berm with a holding capacity of 112,000 gal which is 3 times the tank capacity. The site is further protected by a v-ditch on the three high sides of the site to prevent runoff from migrating onto the site. Water collected on the site will be used for dust control and will not be allowed to enter the Loma Alta creek watershed.
- 5-9. The MND has been corrected to indicate that the project site is located within the Loma Alta watershed.
- 5-10. Item f concerns local habitat conservation plans, etc. This project is not located within a habitat conservation area, or a proposed area. The overall El Corazon is currently an active mine reclamation site, which puts it under the regulations of the State Mines and Geology Department and the requirements of SMARA. It is anticipated that once the El Corazon site is stable it would then be removed from oversight by the State then there is a potential for other use, pending qualified developers. Therefore item f is not changed in the MND.
- 5-11. The project site is located within the El Corazon site. Only a portion of the overall site is within the Wildlife Planning Corridor, as identified within the draft Subarea Plan. The current reclamation is anticipated to close to the center of development as outlined in the El Corazon Master Plan. If any mitigation regarding the use of Oceanside Boulevard is developed, it should also be carried forward to the overall El Corazon project.

Response to Comments

Letter 5 (Continued)
Mary Clarke, Sierra Club
May 3, 2008

<p>5-12</p> <p>There is an existing Watershed Management Plan for Loma Alta Creek, approved in February of 2003. Please review this project for consistency with this plan and identify any areas of non-conformance.</p> <p>Throughout the MND, it mentions that the project is within the reclamation area, yet there is no discussion of the interfaces of this project with the reclamation activities. These include continued dumping of clean fill in the pit, which is being done by the existing Moody's crushing activities on site. It seems like this same operation does have an interface with the reclamation, and with the ongoing recycling operation, only part of which is being used as reclamation.</p> <p>Rec: Provide further description of the relationship of this project to both the reclamation and recycling activities and evaluate any impacts of the project on each.</p>	<p>5-12</p> <p>The project and reclamation activities do not conflict with the watershed management plan.</p>
<p>5-13</p> <p>Item 6 states that the project will comply with all City guidelines; therefore, the impact is less than significant. However, there is no indication what noise levels will be produced or what the noise levels will be in combination with the existing recycling operation, which will be operating simultaneously. In the absence of this assessment there is no basis for the conclusion that it is in compliance.</p> <p>Rec: Provide rated noise levels for the proposed operation: all equipment, loading and processing activities that could occur simultaneously, plus the existing operation of all of the recycling activities, plus movement noise and backing signals for all of the truck and heavy equipment operating on site. The noise analysis must identify all sources of noise, the level and duration and add the cumulative impacts of all such noise generators to the existing noise generated from the recycling operation.</p> <p>Item 6 says the temporary or periodic increase in noise levels is less than significant. No basis has been provided for the conclusion that, because it is in the existing reclamation area and near the noise generated by that activity, it would not increase the ambient noise above the existing level. It is highly improbable that no additional noise will be generated by dumping rock into bins, conveying rock into a dryer drum, mixing rock and other materials in a metal drum and adding 80 truck trips a day for the operation. In combination with the existing operations and the truck traffic, the increase in noise levels could be significant.</p> <p>Rec: Compare total anticipated periodic noise with existing city standards and then analyze compliance.</p> <p>Item 7 indicates noise levels for industrial zoning of 70 dBS from 7 am to 10 pm. This zoning will change when the Master Plan is adopted, which is expected to occur during the time frame in which the plant will be operated. This is an unusual condition that should be discussed in the MND.</p>	<p>5-13</p> <p>The operation of the mobile asphalt plant will be in support of the reclamation plan. The recycling of asphalt will increase the City's percentage of recycled construct and demolition debris and make a significant contribution to the AB939 requirement that all cities and counties within the state have a 50% waste reduction to landfills. While demolished asphalt is an appropriate product for use in the site reclamation program, its value as a recyclable product outweighs its' reclamation value as a filler material. The recycled asphalt's primary contribution to the reclamation plan will be as a construction material for the development of the site.</p>
<p>5-14</p> <p>The operation of the mobile asphalt plant will be administrated through an agreement between Moody's and the City. A condition of that agreement will be that all plant operations must comply with City noise guidelines. The total noise generated by the reclamation activity and asphalt plant will make up the simultaneous noise level monitored by the City.</p>	<p>5-14</p> <p>The operation of the mobile asphalt plant will be administrated through an agreement between Moody's and the City. A condition of that agreement will be that all plant operations must comply with City noise guidelines. The total noise generated by the reclamation activity and asphalt plant will make up the simultaneous noise level monitored by the City.</p>
<p>5-15</p> <p>In addition to the previous comments all point source noise emissions will be considered when compared to the surrounding ambient noise levels to determine compliance with the City's noise guidelines.</p>	<p>5-15</p> <p>In addition to the previous comments all point source noise emissions will be considered when compared to the surrounding ambient noise levels to determine compliance with the City's noise guidelines.</p>
<p>5-16</p> <p>All activities within El Corazon are limited to the hours of 7:00 a.m. to 5:00 p.m. The mobile asphalt plant will be required to meet these operational standards.</p>	<p>5-16</p> <p>All activities within El Corazon are limited to the hours of 7:00 a.m. to 5:00 p.m. The mobile asphalt plant will be required to meet these operational standards.</p>

Response to Comments

**Letter 5 (Continued)
Mary Clarke, Sierra Club
May 3, 2008**

<p>5-16 Cont.</p>	<p>Rec: To assure compliance with this and other conditions, the MND/CUP should include restrictions on hours of operation.</p> <p>Add a discussion about how the non-compliance with the zoning in the EJC Master Plan will be addressed when the Master Plan is approved. This could consist of a provision for overriding considerations with some additional conditions to reduce impacts.</p>	<p>5-17.</p>	<p>The current zoning of the property is that identified with the Rancho del Oro Specific Plan. The El Corazon Specific Plan zoning has not been submitted to the City Planning Department as of this date, therefore the Rancho del Oro Plan is still the overriding document. The Rancho del Oro Specific Plan does allow for industrial activities to take place on the site. Additionally, the reclamation activities are an existing use and are critical to stabilizing the site for use.</p>
<p>5-18</p>	<p>Rec: Add analysis of the noise impacts on the seniors using the senior facility.</p> <p>Public Services</p> <ul style="list-style-type: none"> The MND concludes there are no impacts to parks because the project does not impact "any existing park facilities nor increase the demand for additional recreational facilities." However, according to the CEQA guidelines the analysis is supposed to evaluate the potential for impacts associated "with the provision of new or physically altered facilities" and not just existing ones. The proposed asphalt plant is right in the center of a proposed new park. If the facility time period extends into the time period during which the site should be developed in accordance with the adopted Master Plan then this would be an adverse impact on park facilities. <p>Rec: Add a MM that the temporary facility permit will terminate at such time as development for that portion of the El Corazon site is ready to proceed.</p> <p>Transportation/Traffic</p>	<p>5-18.</p>	<p>It is anticipated that the Asphalt Plant would close and be removed when the reclamation area is stabilized, or at the request of the City. The reclamation area has to be stabilized prior to any park being developed on the site. Additionally, it is anticipated that this asphalt plant could supply much of the asphalt required for the construction of the future park roadways. This would result in a significant cost savings to the City by saving on the transportation costs of the asphalt.</p>
<p>5-19</p>	<p>Rec: The traffic study on P 13 states that "the finished material in the plant would be used for paving the proposed roadways with the El Corazon Master Plan Development and hence some of the truck trips will be within the site." This is not mentioned in the MND.</p> <p>Rec: The construction impacts for trucks paving the roads within the El Corazon site presumably are being addressed in the El Corazon Master Plan EIR. The relationship of this Master Plan EIR to the MND for the Plant should be acknowledged in the MND as they are related projects.</p>	<p>5-19.</p>	<p>See previous comment</p>
<p>5-20</p>	<p>Rec: Add discussion of any safety issues related to the number of trucks on non-standard roads. Consider appropriate mitigation such as speed restrictions on the El Corazon site.</p>	<p>5-20.</p>	<p>The traffic study identified the truck traffic potential from this project and determined that no mitigation was required. There are currently speed restrictions on the internal access road to both the reclamation area and the green waste facility.</p>

Letter 5 (Continued)
Mary Clarke, Sierra Club
May 3, 2008

Conclusions

The MND for this project failed to identify several factors that could result in significant adverse impacts as described above. Further analysis and adequate mitigation is required for this project to be in compliance with CEQA requirements.

Thank you for the opportunity to comment on the MND for this project.

We look forward to working with you to achieve an acceptable project that produces revenue for the city and does not degrade environmental and community conditions.

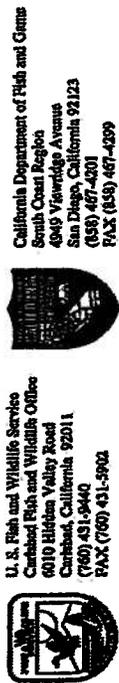
Sincerely,

Mary Clarke, Co-Chair
North County MSCP/MHCP Task Force
Sierra Club, San Diego Chapter

Cc: Michael Porter RWQCB

Letter 6
Wildlife Agencies
April 30, 2008

- 6-1 The project does not anticipate impacts to sensitive areas or to Garrison Creek. The mitigation identified is standard mitigation measures that the City has developed for any project within the El Corazon site.
- 6-1.1 The no fueling zone has been changed from 33 feet to 100 feet within the document.



U. S. Fish and Wildlife Service
Central Fish and Wildlife Office
6010 Hilsdon Valley Road
Carlsbad, California 92011
(760) 431-9440
FAX (760) 431-5902



California Department of Fish and Game
South Coast Region
4045 Viewridge Avenue
San Diego, California 92123
(619) 467-4201
FAX (619) 467-4399

In Reply Refer To:
FWS/CDRG-SDO-08B0460-08TA0503

Mr. Jerry Hittleman
City Planner
City of Oceanside
300 North Coast Highway
Oceanside, California 92054

APR 30 2008

Subject: Draft Mitigated Negative Declaration for the El Corazon Reclamation Area -
Mobile Asphalt Plant Project, City of Oceanside, San Diego County, California
(SCH# 2008041005)

Dear Mr. Hittleman:

The California Department of Fish and Game (Department) and the U.S. Fish and Wildlife Service (Service), hereafter collectively referred to as the Wildlife Agencies, have reviewed the Draft Mitigated Negative Declaration (DMND) for the El Corazon Reclamation Area - Mobile Asphalt Plant project, dated April 2, 2008, and offer the following comments and recommendations. The Wildlife Agencies have been working with the City of Oceanside (City) on the development and completion of its Multiple Habitat Conservation Program (MHCP) Subarea Plan. The City's Draft Subarea Plan proposes to obtain incidental take coverage for impacts to federal and State-listed species for planned and future projects within the City. Our review of this project is in the context of assuring consistency with the objectives and standards of the City's Draft Subarea Plan.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Federal Endangered Species Act of 1973, as amended (Act) (16 U.S.C. 1531 et seq.). The Department is a Trustee Agency and a responsible Agency pursuant to the California Environmental Quality Act (CEQA), Sections 15386 and 15381, respectively. The Department is responsible for the conservation, protection, and management of the State's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA), and administers the Natural Community Conservation Planning (NCCP) program. The City is currently participating in the NCCP program through the preparation of its MHCP Subarea Plan. The Department also is responsible for the administration of the Streambed Alteration Agreement Program, which overcomes potential threats to the State's wetlands resources.



Letter 6 (Continued)
Wildlife Agencies
April 30, 2008

Mr. Jerry Hildeman (PWS/CDFG-SDG-08B0460-08TA0503)

2

The 450-acre El Corazon property is owned by the City of Oceanside. Because of past sand mining activities on the property, the site is in the process of significant reclamation. An existing reclamation site covers approximately 49 acres, but materials handling (primarily concrete and asphalt) is confined to approximately 15 acres on-site. Asphalt materials are reprocessed and re-used off-site, while concrete is crushed and used as fill material on-site. The 49-acre reclamation site is surrounded by dirt/rock berms on all sides, with the berms being 40-60 feet tall on the northern and western boundaries, and 15 feet tall on the eastern and southern boundaries. Garrison Creek lies to the north of the project boundary. This creek flows along the northern portion of the El Corazon property, and is a priority for conservation under the City's draft MHCSP Subarea Plan. The existing berm system currently provides a physical, noise and visual barrier between the creek and the reclamation site. The proposed project would allow the reclamation contractor to operate a mobile asphalt plant on approximately three acres within the existing reclamation site. A fabric filter collection system is proposed as the pollution control system for the plant. The plant will be removed from the site once the reclamation process is complete. The Wildlife Agencies offer the following comments to assist the City in avoiding impacts to sensitive habitats pursuant to their Draft Subarea Plan:

1. The Wildlife Agencies primary concern is the conservation of the biological resources within Garrison Creek, and in coastal sage scrub and grassland habitats in the project vicinity. The DMND needs clarification regarding potential impacts to these sensitive resources from the proposed project. The DMND states in a number of places that the project will be confined to already disturbed areas on the El Corazon property, areas where active reclamation activities have been on-going for some time. However, several of the mitigation measures for biological resources indicate that impacts to sensitive biological resources could occur. Mitigation Measure 3 (MM3) in the Initial Study/Environmental Checklist (page 9) states that:
 "Placement of equipment and personnel within environmentally sensitive habitat areas, stream channels, or on sand and gravel bars, bunks and adjacent upland habitats used by target species of concern will be avoided. Activities that can not be conducted without equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of target species of concern."
 Mitigation Measure 11 (MM11, page 10) states:
 "The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species."
 The DMND needs to clearly state the impacts to biological resources, either permanent or temporary, reasonably expected from project implementation. The mitigation measures above give the impression that impacts to native habitats and/or species could occur. Clarity is especially needed regarding possible impacts to Garrison Creek. Impacts to this biological resource may require additional project permits from the Department (Fish and Game Code Section 1602) or other agencies.

6-1

- 6-1. The project does not anticipate impacts to sensitive areas or to Garrison Creek. The mitigation identified is standard mitigation measures that the City has developed for any project within the El Corazon site.

Letter 6 (Continued)
Wildlife Agencies
April 30, 2008

6-2. The no fueling zone has been changed from 33 feet to 100 feet within the document.

Mr. Jerry Hindman (FWS/CDFG-SDG-08B0460-08TA0303)

3

2. Mitigation Measure 7 (MMA, page 9) proposes that "no-fueling zones" be established on-site no closer than 10 meters (33 feet) from all drainages and fire sensitive areas. The Wildlife Agencies recommend that a minimum distance of 100 feet be maintained between fueling zones and drainage and fire sensitive areas, unless berms or other containment systems/structures are in place to prevent fuel spills from reaching natural habitat areas, and fires from spreading from the fueling zones to natural habitat areas.

6-2

The El Comizon property is a key parcel in the City's MHCY Subarea Plan preserve system. The conservation of Charlton Creek and future restoration of coastal sage scrub on portions of the site are key elements necessary for a successful conservation plan. The Wildlife Agencies wish to make sure that the proposed project does not in any way compromise the existing or future habitat values on the site through encroachment into existing habitat areas, or degradation of habitat areas due to release of contaminants or the increased potential for fire.

The Wildlife Agencies appreciate the opportunity to review and provide these comments and recommendations on the DMND for the El Comizon Reclamation Area - Mobile Asphalt Plant project. The Wildlife Agencies are available to meet with the City and applicant to discuss the proposed project. If you have any questions regarding this letter, please contact David Lawhead (Department) at (951) 827-3997, or Mari Kozel (Services) at (760) 431-9440.

Sincerely,
Theresa O'Rourke
Opportunity of Humanity for:

Theresa O'Rourke
Assistant Field Supervisor
U.S. Fish and Wildlife Service

Stephen M. Juarez
Environmental Program Manager
California Department of Fish and Game

cc: State Climatologists (by fax only)

01/09/99 11:11 FAX

0002

Letter 7
Worley Schwartz Garfield & Prairie
May 2, 2008

ORVILLE WERT
THOMAS C. CHAMBERS
JAMES L. WILSON
JAMES L. WILSON
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Worley Schwartz Garfield & Prairie
401 1st Street, Suite 2400
San Diego, California 92101-4200
Telephone: (619) 594-5100
Facsimile: (619) 594-5055

Or Contact:
Paul H. Hinkle
Paul H. Hinkle

May 2, 2008

Via Facsimile (760 435-3520) And Regular Mail

Mr. Jerry Hittleman
City Planner
City of Oceanside
300 North Cowan Highway
Oceanside, Ca 92054-2885

Re: Mitigated Negative Declarations; El Corazon Reclamation Area - Mobile Asphalt Plant.

Dear Mr. Hittleman:

Our firm represents a business located within the City of Oceanside. This letter provides some comments to the draft Mitigated Negative Declaration ("MND") for the proposed mobile asphalt plant to be operated on the El Corazon reclamation site owned by the City of Oceanside ("City"). The comments are addressed under separate topic headings below.

Project Description -

The project description in the MND is not adequate. No daily, monthly or annual production limits are stated in the "Proposed Project" section or any other segment of the final study. The only indirect reference anywhere in the MND to production capacities contained in the MND is in the Traffic Study, which states that the asphalt plant "would be operated on an 'as-needed' basis depending on demand for this finished product." (Traffic Study, page 4).

This open-ended and undefined description of the project operations does not allow a proper analysis of project impacts and does not meet the requirements of the California Environmental Quality Act ("CEQA"). CEQA requires that a project description be accurate. See 14 Cal Code Regs § 15124. An adequate project description is the sine qua non of a properly informative environmental review document. County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 192.

A project description that is variable, as here, will prevent the MND from serving as a vehicle for intelligent public participation in the environmental review process. An inadequate

7-1.

As stated in the MND, the plant will be permitted through the San Diego APCD. The daily amount of material produced will be a permit requirement for the plant defined by APCD under the "permit to operation" conditions.

7-1

Letter 7 (Continued)
Worley Schwartz Garfield & Prairie
May 2, 2008

WORLEY SCHWARTZ GARFIELD & PRAIRIE, LLP

Mr. Jerry Hiltzman
May 2, 2008
Page 2

description of operations at the proposed plant will reflect in an accurate environmental analysis, and may disclose the full impacts resulting from the project. See City of Sanities v. County of San Diego (1989) 214 Cal.App.3d 1438, 1450.

Without a full and accurate project description, the City cannot make findings in the MND that the project will not have a potentially significant impact as to all of the items listed in the Environmental Checklist.

Land Use And Planning -

The MND states that the proposed plant is "allowed under the approved Reclamation Plan for the site." (MND, page 22). This is untrue. The proposed operations are not permitted or allowed under the Reclamation, the El Corazon Conceptual Master Plan, or the planned development/specific plan zoning designations for the property.

The June 1990 Reclamation Plan provides that the site will be decommissioned at the end of mining operations by removal of equipment and buildings. (Plan, page 5.) The purpose of the Plan is to "leave the site in a safe and stable condition and reflect best management practices for mined land reclamation and environmental control." (Plan, page 2.) But there is no discussion in the Plan to allow or permit any other activities on the site during reclamation (e.g. operation of a recycling or asphalt plant).

The El Corazon Conceptual Master Plan was approved by the City in August 2005. Nowhere in the Plan or any related land use maps is an asphalt plant identified. The Plan allows only (1) parks, open space and public land uses, and (2) commercial land uses at the El Corazon property. The proposed plant does not fit within either of those 2 categories of allowable uses.

Moreover, the site is currently zoned PD-1 (planned development) under the City's land use regulations. The PD-1 specific plan contains a zoning map that lists the El Corazon site as being zoned M-1 (Light Industrial) years ago. The former M-1 zoning designation has now been converted to "IL (Industrial Limited)" under the City Code. Neither recycling nor materials processing was listed as a permitted use in the former M-1 zone. Nor are those types of uses permitted as a matter of right within the present IL zone. Furthermore, the City's PD-1 specific plan regulations provide that any expressly permitted Light Industrial operations be "performed or carried out entirely within a building..." (PD-1, Industrial Master Development Plan, Article 104, page 5.)

Finally, no proposed operations referenced in the MND could be seen as attendant to or part of any purported permitting for the existing recycling operations on the site. No permit has been issued for the recycling operations, which are not allowed as a matter of right by any zoning or other regulations for the property. For example, the Reclamation Plan does not permit

7-1
Cont.

7-2. The overall El Corazon site is currently an active mine reclamation site, which puts it under the regulations of the State Mines and Geology Department and the requirements of SMARA. The State Mines and Geology Department has been informed and a copy of the proposed operation has been submitted and is being included as part of the approved reclamation plan.

7-3.

The overall El Corazon site is currently an active mine reclamation site, which puts it under the regulations of the State Mines and Geology Department and the requirements of SMARA. The State Mines and Geology Department has been informed and the various operations aboard El Corazon, the site management plan, C & D recycling operation and green waste processing that support the reclamation plan is included as part of the approved reclamation plan.

7-2

7-3

7-4.

The asphalt plant is intended to be a temporary facility and only operated onsite until the overall El Corazon site could be developed. Since the site continues to undergo reclamation and no site developer has been identified, the operation of the proposed facility would not be a conflict.

7-4

7-5

7-5.

The overall El Corazon is currently an active mine reclamation site, which puts it under the regulations of the State Mines and Geology Department and the requirements of SMARA. It is anticipated that once the El Corazon site is stable it would then be removed from oversight by the State and at that point the site will be subject to all the City's planning and use regulations.

7-6

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Letter 7 (Continued)

Worley Schwartz Garfield & Prairie

May 2, 2008

WORLEY SCHWARTZ GARFIELD & PRAIRIE, LLP

Mr. Jerry Hiltunen
May 2, 2008
Page 3

materials either to be (1) imported to the site except from approved sources, or (2) exported from the site and diverted from reclamation activities. So even the existing recycling operations at the site are improper.

Based on these facts, the MND cannot accurately state that the project complies with existing land use regulations. Rather, the proposed operations at that location are entirely inconsistent with all applicable Reclamation Plan, Conceptual Master Plan, and planned district-specific plan rules for the property.

Please contact me if you have any questions about this letter. Thank you.

Respectfully submitted,

WORLEY SCHWARTZ GARFIELD &
PRAIRIE
A Limited Liability Partnership

Kevin P. Sullivan
Kevin P. Sullivan
Partner

7-6
] Cont.

7-6. The overall El Corazon site is currently an active mine reclamation site, which puts it under the regulations of the State Mines and Geology Department and the requirements of SMARA. The State Mines and Geology Department has been informed and the various operations aboard El Corazon, the site management plan, C & D recycling operation and green waste processing that support the reclamation plan is included as part of the approved reclamation plan. It is anticipated that once the El Corazon site is stable it would then be removed from oversight by the State and at that point the site will be subject to all the City's planning and use regulations.

SECTION 2.0 DETERMINATION

In conformance with the CEQA Guidelines, the City prepared an Initial Study and completed an Environmental Checklist Form (Section 3.0) for the proposed Mobile Asphalt Plant at the El Corazon Reclamation Area. During the Initial Study process, the City, as lead agency, determined that the proposed project would not have a significant impact on the environmental and therefore would not require mitigation.

SECTION 3.0
INITIAL STUDY/ENVIRONMENTAL CHECKLIST FORM

INITIAL STUDY

EL CORAZON RECLAMATION AREA MOBILE ASPHALT PLANT

Applicant:

City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Prepared By:

ONE COMPANY | *Many Solutions*™

HDR

8690 Balboa Avenue, Suite 200
San Diego, CA 92123

MARCH 2008



INITIAL STUDY City of Oceanside California

1. **PROJECT:** El Corazon Reclamation Area – Mobile Asphalt Plant
2. **LEAD AGENCY:** City of Oceanside
3. **CONTACT PERSON & PHONE:** Jerry Hittleman, City Planner
City of Oceanside Department of Planning
(760) 435-3535
4. **PROJECT LOCATION:** 3210 Oceanside Blvd. Oceanside, CA 92054
5. **APPLICANT:** City of Oceanside
300 North Coast Highway
Oceanside, CA 92054
6. **GENERAL PLAN DESIGNATION:** Industrial (City of Oceanside, 2002, Rancho del Oro Specific Plan, 1985)
7. **ZONING:** Rancho del Oro - M1 – Light Industrial
8. **PROJECT DESCRIPTION:**

Background

The City of Oceanside is continuing active reclamation of the sand mine at the El Corazon site. The 450-acre El Corazon site is located in central Oceanside between El Camino Real and Rancho del Oro, and Mesa Boulevard and Oceanside Boulevard. For approximately the last 10 years, the City has contracted the mine reclamation work to Moody's Environmental Reclamation & Recycling (Moody's). The reclamation activities consist of collecting clean construction/demolition debris (primarily asphalt and concrete) at the site. Once onsite the debris is sorted and crushed. A portion of the recycled material is sold to local contractors and a portion of the material is used to fill one of the historic mining tailing ponds near the central portion of El Corazon. The reclamation efforts will continue at this former pond until the land is deemed safe and stable by the City.

The existing reclamation site is approximately 49 acres, but the materials handling occurs on approximately 15 acres. This reclamation site is located near the center of the El Corazon site and is reached by an unpaved 0.75 of a mile long driveway entering the El Corazon site from Oceanside Boulevard. The reclamation site currently has a temporary office trailer, vehicle scale, rock crusher/sorter, and miscellaneous equipment used to move the material around once on site. Current operations at the reclamation site include approximately 100 daily truck trips for delivery or pick-up of materials. The 49-acre site sits in a depression with a solid hill mass extending 40 to 60 feet tall along the western and northern site boundary. An earthen berm of approximately 15 feet completes the site boundary along the eastern and southern boundary. The hill mass, and earthen berm, act as a visual and acoustic barrier from the remainder of the site and the surrounding area.

Currently, the reclamation site operates during normal business hours (7 a.m. to dusk) while there is daylight.

Proposed Project

The City of Oceanside is proposing to allow Moody's to operate a Mobile Asphalt Plant on approximately three acres within the existing reclamation site (Figure 1). Access to the Mobile Asphalt Plant area would be through the same driveway as the reclamation site, from Oceanside Boulevard. Additionally, trucks entering or leaving the site would not be allowed to park or stage on the property. This would not increase the current boundaries of the reclamation site, and all components of the asphalt plant are trailer, or skid, mounted for ease of setup and removal. The Mobile Asphalt Plant operation will be controlled by a Windows based computer control system that controls all aspects of the asphalt production cycle. The main components in the operational sequence are the cold feed system which is made up of five 30-ton heaped capacity feeder bins for the rock and sand. The bins are filled manually. The appropriate amounts of rock and sand are automatically deposited onto a 30-inch wide collecting conveyor fitted with rock boxes to carry the deposited material. The collecting conveyor carries the material to the scalping screen and transfer conveyor. The material is shifted through the 5-foot x 10-foot scalping screen to remove any oversized rock or foreign material. The screened material drops onto the transfer conveyor which carries it to the dryer inlet conveyor.

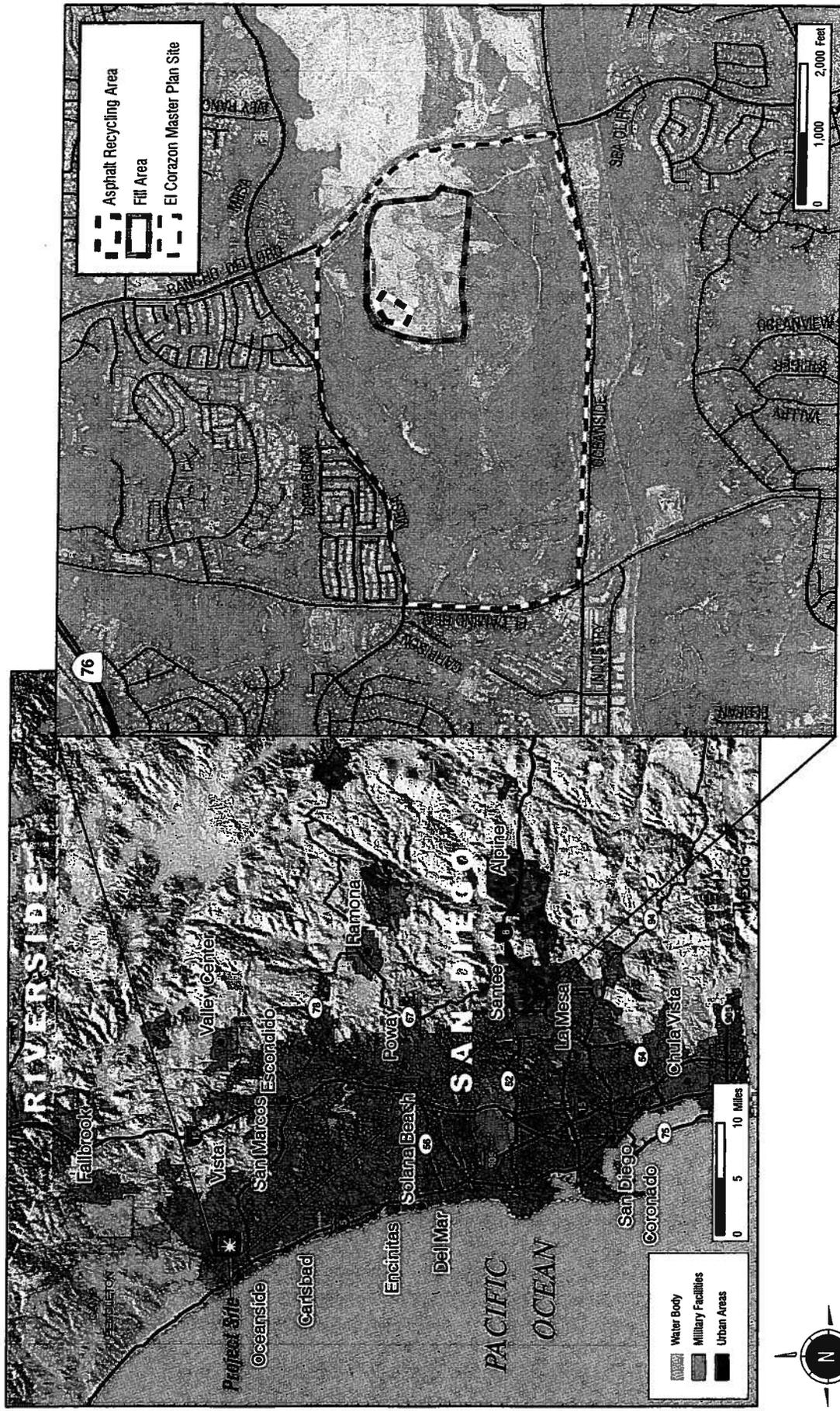
Recycled material that is brought to the reclamation site is manually screened and placed in a separate bin. The recycled material feeder bin also automatically deposits the appropriate amount of recycled material onto its own 30-inch conveyor belt which carries it to the dryer inlet.

At this point the rock, sand and recycled materials all enter the dryer-drum, a 108-inch diameter by 36-foot long drum made of ½-inch thick alloy steel. As the material moves through the dryer-drum it is dried and preheated. The dryer-drum discharges the mixed, preheated material into a mixing drum where it is heated and mixed with the liquid asphalt. The mixing drum is an 80-inch diameter by 16-foot long drum made of ¾-inch thick alloy steel plate. The mixing drum burner unit is a totally enclosed, total air, burner system providing all of the air for combustion. Twenty percent of the stack gases are recirculated to the burner assembly. This process reduces, to below Air Pollution Control District (APCD) standards, the carbon monoxide (CO) and nitrogen oxides (NOx) emissions. The mixed, heated materials are now referred to as "asphalt mix". The mix is discharged from the mixing drum onto a conveyor and carried to the top of the silo where it is discharged into a silo batcher. The silo batcher evenly distributes the mix as it is dropped into the silo to reduce the possibility of material separation. The silo stores the mix until it is dispensed into delivery trucks. The silo is insulated and heated to aid in maintaining the required mix temperature. The silo sits atop a 12-foot x 12-foot frame that allows trucks to pull through for ease of loading. Total height of the silo including frame, silo and batcher is 30 feet.

The asphalt is stored in a double walled 10,000-gallon storage tank that will be surrounded by spill containment berms of sufficient capacity to contain a spill. Since asphalt is solid in its' natural state, the tank bottom is lined with heat coils to keep the asphalt heated to 200 and in a liquid state. The liquid asphalt is pumped to the mixing drum via a pipe system.

The pollution control system for the mobile asphalt plant is the fabric filter collection system. Ductwork throughout the system collects the dust and gases produced during the process from the feeder bin operation through truck loading. The collection system is designed to handle 80,000 CFM at an air to cloth ration of 4.96 to 1 and operating temperatures of 230-400 F. Bag design is a single wall, elliptical design with 940, 87-inch long bags yielding 16,243 square feet of cloth area. The bags are constructed of 14-ounce virgin NOMEX with 13 percent glass fiber to give better filtration on the sub-micron particle sizes. The bags are arranged in sections including removable covers for inspection and replacement. The bags are cleaned while the baghouse is in operation by sequentially isolating each row and then creating a

Source: Landisocor Aerial Imagery, 2005; SANGIS Parcels, 2006 | G:\Projects\008776_City_of_Oceanside\40410_EC\corazon\map_docs\ymd\ASPHALT\Regional_Vicinity.mxd | Last Updated: 12-11-07



Regional & Vicinity Map
FIGURE 1

El Corazon Master Plan | City of Oceanside | Mobile Asphalt Plant

reverse flow of air breaking the cake of dust on the filter surface and causing it to fall into a collection hopper. The bag cleaning device consist of independent rotating clean air nozzles that are indexed to stop at one chamber (row of bags) at a time, closing off that chamber from the process airflow. The cleaning nozzles move from row to row cleaning each row. The cleaning mechanism automatically starts cleaning according to a preset time which is adjustable by the operator. An enclosed, screw system connects the collect hopper to the mixing drum where the collected dust is mixed into the mix.

The San Diego Air Pollution Control District has permitting and oversight authority over the operation of the mobile asphalt plant.

It should also be noted that storm water and non-storm water management for the mobile asphalt plant shall be in accordance with the El Corazon Storm Water Pollution Prevention Plan (SWPPP). The El Corazon SWPPP is more restrictive than local, state and federal compliance standards because of the mine reclamation activities. The Plant is anticipated to operate on site for the remainder of the Moody's reclamation contract, which is another five years (until approximately 2013).

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

The El Corazon Reclamation Facility's location is virtually centered geographically within the El Corazon site. The entire 450-acre El Corazon site is currently undeveloped. A master plan (El Corazon Master Plan) is under development for the site and will include recreational facilities, commercial development and native habit. Within the El Corazon site, the area south of the facility is a green waste processing operation and the areas to the east, west and north are undeveloped open space to the El Corazon site boundaries. Overall, the El Corazon site is surrounded by a variety of land uses, including residential to the north (north of Mesa Drive), commercial to the east and south (Rancho del Oro Drive and Oceanside Boulevard), and a mix of commercial and residential to the west (El Camino Real).

10. OTHER REQUIRED AGENCY APPROVALS:

The facility currently operates under a contract between the City of Oceanside and Moody's. Additionally, the San Diego Air Pollution Control District will require a permit to operate the mobile asphalt plant.

11. PREVIOUS ENVIRONMENTAL DOCUMENTATION:

12. CONSULTATION:

13. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The project would not affect any environmental factors resulting in a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated. A summary of the environmental factors potentially affected by this project, consisting of a Potentially Significant Impact or Potentially Significant Impact Unless Mitigated, include:

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

14. ENVIRONMENTAL CHECKLIST

This section analyzes the potential environmental impacts which may result from the proposed project.

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

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

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

a) Have a substantial adverse effect on a scenic vista? *Less than significant impact.*

The proposed facility location is near the central portion of the El Corazon site within the existing reclamation facility location. The reclamation area is screened from viewing by a hillside on the Mesa Boulevard side (northern) and the El Camino Real (western) boundaries, and earthen berm on the Rancho del Oro (eastern) and Oceanside Boulevard (southern) boundaries. Because of the hillside and earthen berm it will not block or adversely affect a view of the ocean or other scenic vista.

The City General Plan does not designate Oceanside Boulevard or surrounding areas, as scenic vistas (City of Oceanside, 2002). Additionally, the facility is located topographically below the areas surrounding the overall El Corazon site. Therefore, the proposed facility location will have a less than significant impact on a scenic vista.

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

There are no designated State Scenic Highways adjacent to or within one mile of the project area (Caltrans, 2007). The California Department of Transportation does however, identify State Route 76 (SR76) as an "eligible state scenic highway but not officially designated". The El Corazon property is approximately one mile south of SR76 but the view of the site is blocked by hills located in between the two locations.

Therefore, implementation of the proposed project would not substantially damage scenic resources located within the view shed of a State Scenic Highway. No impact is identified for this issue area.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings? **No Impact.***

Currently most of the El Corazon site is undeveloped, and some areas of the site are currently undergoing reclamation from previous sand mining operations. Additionally, the City is currently constructing a Senior Center on the El Corazon site. This building is topographically lower than the proposed asphalt plant. In addition to being located topographically lower, the senior center is screened from view of the site by a thirty foot earthen berm. Based on the relatively undeveloped nature of the site, current active reclamation, the earthen berms and hillsides, the proposed project would not degrade the existing visual character of the surroundings, therefore there is no impact.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **Less than significant impact.***

The proposed project consists of the addition of a mobile asphalt plant within the active reclamation area. This plant would only operate during daylight hours, as does the rest of the reclamation facility. Currently, there is no security lighting for the facility and no new lighting is anticipated with the plant. Based on the planned operation of the facility there would not be an increase in lighting or glare, and therefore no impact in this issue area.

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

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

The proposed facility is within the El Corazon site which was formerly used for sand mining and therefore would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (California Department of Conservation, 2007). Since there is no identified Farmland at the proposed facility, there is no impact.

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

The proposed facility is within the El Corazon site which was formerly used for sand mining. The current and proposed facility location are zoned as light industrial (M-1), and therefore no agricultural use was anticipated for this area (City of Oceanside, 2002). Since the facility is not zoned for agricultural use, nor is it under a Williamson Act contract. Therefore there is no impact for this issue area.

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

The proposed facility consists of locating a mobile facility within an existing reclamation area. The reclamation area does not include any agricultural or farmland. The proposed site for the facility does not contain any farmland or agricultural uses; therefore there is no impact for this issue area.

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

a. *Conflict with or obstruct implementation of the applicable air quality plan? **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). The mission of the SDAPCD is to protect the public from the harmful effects of air pollution, achieve and maintain air quality standards, foster community involvement, and develop and implement cost-effective programs meeting state and federal mandates, considering environmental and economic impacts. Included in the APCD's tasks are monitoring of air pollution, preparation of the State Implementation Plan (SIP) for the SDAB, and the promulgation of Rules and Regulations. The SIP includes strategies and tactics to be used to attain the federal O₃ standard in the County. The SIP elements are taken from the Regional Air Quality Strategies (RAQS), the APCD plan for attaining the state O₃ standard. The state standard for O₃ is more stringent than the federal standard. The Rules and Regulations include procedures and requirements to control the emission of pollutants and to prevent adverse impacts.

Since operation of the project will be permitted by the APCD, it is determined to be consistent with local planning requirements. Additionally, the small increase in the number of vehicles visiting the site because of the project implementation will not cause a conflict with local planning requirements. Therefore, the project has no impact to implementation of the local air quality planning efforts.

- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **Less than significant impact.***

The proposed project consists of moving a mobile asphalt plant onto the existing reclamation area. The project is anticipated to be permitted by the APCD, and therefore be consistent with the SIP and other local plans. Additionally, the proposed project is not expected to result in a substantial adverse impact to air quality due to project-related operations or increases in vehicular traffic (approximately 40 new vehicle trips). Therefore, the proposed project would not violate any air quality standard or contribute substantially to an existing or project air quality violation. A less than significant impact is identified for this issue area.

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

The proposed project consists of moving a mobile asphalt plant onto an existing reclamation facility within the El Corazon project property. The proposed project is not expected to result in a substantial adverse impact to air quality due to project-related increases in vehicular traffic or operations. Therefore, the proposed project would not 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. A less than significant impact is identified for this issue area.

- d. *Expose sensitive receptors to substantial pollutant concentrations? **Less Than Significant Impact.***

Sensitive receptors may be different members of society including the elderly, hospitals, or schools. The sensitive receptors include: Ocean Shores High School, the apartment complex located at the intersection of Mesa Boulevard and Rancho del Oro Drive and the future Senior Center (located east of the reclamation area within the El Corazon site). The mobile asphalt plant is not expected to cause a substantial increase in traffic into the facility, or an increase in the operational volume of material handled by the facility. Based on the anticipated usage of the facility compared to the current reclamation facility, there is not expected to be an adverse impact to air quality due to project-related increases in vehicular traffic or operation of the permitted facility; therefore, the nearby sensitive receptors would not be exposed to substantial pollutant concentrations from project-related emissions. A less than significant impact is identified for this issue area.

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

The proposed project consists of the addition of a mobile asphalt plant into the reclamation area within the El Corazon project property. The future senior center (currently under construction) will place sensitive receptors in proximity of the mobile asphalt plant. The proposed plant will be screened from the senior center by an earthen wall which is anticipated to block both the wind, and any small quantity of odor that may be associated with the plant operation. Therefore the operation of the facility does not have to the potential to generate objectionable odors for a substantial number of people and as a result a less than significant impact.

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

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

The proposed project consists of the addition of a mobile asphalt facility to the existing reclamation area. The site is currently disturbed with the mine reclamation activities and would not expand the existing facility footprint. Although the reclamation site is within the El Corazon site, it is located south and east of the exiting Garrison Creek riparian corridor. Although this riparian corridor is considered sensitive habitat the reclamation area is separated from the corridor by an earthen berm that acts as a boundary between the reclamation activities and the sensitive habitat. Therefore, there would be no habitat impacts and no impact in this issue area.

- b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service?* **Potentially significant unless mitigation incorporated**

The proposed project consists of the addition of a mobile asphalt plant into the existing reclamation area. There is a potential for the proposed project to significantly impact the sensitive natural communities located at the El Corazon site. The following is the proposed mitigation which will reduce the impact to a less than significant impact:

- MM 1** A qualified biologist shall conduct a training session for all project personnel prior to any grading/construction activities. At a minimum the training shall include a description of the target species of concern, its habitats, the general provisions of the Endangered Species Act (Act) and the MHCP, the need to adhere to the provision of the Act and the MHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the target species of concern as they relate to the project, any provisions for wildlife movement, and the access routes to and project site boundaries within which the project activities must be accomplished.
- MM2** A series of 3 California gnatcatcher surveys shall be conducted during the months of April, May, and June to detect the presence/absence of this species.
- MM3** Placement of equipment and personnel within environmentally sensitive habitat areas stream channels or on sand and gravel bars, banks and adjacent upland habitats used by target species of concern shall be avoided. Activities that can not be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of the target species of concern.
- MM4** Equipment storage, fueling and staging areas shall be located to minimize risks of direct drainage into riparian areas or other environmentally sensitive habitats. These designated areas shall be located in such a manner as to prevent runoff from entering sensitive habitats. All necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. All project related spills of hazardous materials shall be reported to appropriate entities including but not limited to the City of Oceanside, FWS, and CDFG, SWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
- MM5** Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
- MM6** Stockpiling of materials and other aspects of construction staging shall be limited to disturbed areas without native vegetation, areas to be impacted by project development or in non sensitive habitats.
- MM7** "No-fueling zones" shall be established within a minimum of 10 meters (33 feet) from all drainages and fire sensitive areas.
- MM8** Human and pet access to preserve areas shall be limited to designated trails by use of natural vegetation, topography, signs and limited fencing.
- MM9** Artificial lighting adjacent to the preserve area shall be eliminated except where essential for roadway, facility use and safety and security purposes. Where use of artificial lighting is necessary it shall be limited to low-pressure sodium sources. Use of low voltage outdoor or trail lighting, spotlights or bug lights is prohibited. All light sources shall be shielded so that lighting is focused downward to restrict any light spillover onto sensitive habitat.

- MM10** The qualified biologist shall monitor construction activities throughout the duration of the project to ensure that all practicable measures are being employed to avoid incidental disturbance of habitat and any target species of concern outside the project footprint. Construction monitoring reports shall be completed and provided to the City of Oceanside summarizing how the project is in compliance with applicable conditions. The project biologist shall be empowered to halt work activity if necessary and to confer with staff from the City of Oceanside to ensure the proper implementation of species and habitat protection measures.
- MM11** The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. All revegetation plans shall be prepared and implemented consistent with the Revegetation Guidelines of the Final MHCP Plan – Volume II and shall require written concurrence of the FWS and CDFG.
- MM12** To avoid attracting predators of the target species of concern, the project site shall be kept clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site. Pets of project personnel shall not be allowed on site where they may come in contact with any listed species.
- MM13** Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits shall be fenced with orange snow screen. Exclusion fencing shall be maintained until the completion of all construction activities. All employees shall be instructed that their activities are restricted to the construction areas.
- MM14** Any habitat destroyed that is not in the identified project footprint shall be disclosed immediately to the City of Oceanside, FWS and CDFG and shall be compensated at a minimum ratio of 5:1.
- MM15** If dead or injured listed species are located, initial notification must be made within three working days, in writing to the Service's Division of Law Enforcement in Torrance California and by telephone and in writing to the applicable jurisdiction, Carlsbad Field Office of the FWS, and CDFG.
- MM16** The City of Oceanside shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project conditions and BMPs.
- MM17** Any planting stock to be brought onto the site for landscaping or ecological restoration shall be first inspected by a qualified pest inspector to ensure it is free of pest species that could invade natural areas, including but not limited to Argentine ants, fire ants, and other insect pests. Any planting sock found to be infested with such pests shall not be allowed on the project site or within 300 ft of natural habitats. The stock shall be quarantined, treated or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats.

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

The proposed addition of the asphalt facility will not expand the current existing facility footprint. Since the facility footprint is not expanding there is no substantial adverse effect to habitats defined by Section 404 of the Clean Water Act. Based on the currently disturbed nature of the site, and no net increase in the facility footprint there is no impact to this issue area.

- d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? **No Impact.***

The location of the asphalt plant is planned to be within the existing reclamation area. There is however, native habitat located within the El Corazon site, and portions of it have been designated as a wildlife corridor. The reclamation site is separated from the native habitat areas by an earthen berm, as well as topographic relief. With the separation of the reclamation area from the native habitat area, there is not anticipated to be an impact. Additionally, the specific project site is currently within the disturbed area of the reclamation activities, the addition of the asphalt plant would not impact movement of any animal species. Since the proposed project would not increase the project footprint, there would be no impact from the installation of the asphalt plant.

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

The proposed project consists of the location of the mobile asphalt plant within the existing reclamation area within the El Corazon project property. Since the project does not conflict with any existing local policy or ordinance there would be no impact in this issue area.

- 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? **Less than Significant Impact***

The proposed project consists of addition of a mobile asphalt plant to the reclamation area within the El Corazon project property. The current reclamation area is not identified in the Oceanside Subarea Habitat Conservation Plan/ Natural Communities Conservation Plan (City of Oceanside, 2000), which is part of the regional Multiple Habitat Conservation Program (MHCP) (SANDAG, 2003). However, the proposed project would be designed, constructed, and implemented so as to comply with the applicable goals and requirements of these plans. Therefore, implementation of the proposed project would not anticipated to 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 less than significant impact is identified for this issue area.

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

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

The current location of the reclamation facility, within the El Corazon site, is an area that was heavily disturbed during the sand and gravel operations. Based on the previous disturbed nature of the site, the fact that no grading will be needed for the addition of the asphalt facility, the relocation is not expected to cause a substantial adverse change in a historic resource, and therefore no impact is anticipated.

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

The current location of the reclamation facility, within the El Corazon site, is an area that was heavily disturbed during the sand and gravel operations. Based on the previous disturbed nature of the site, the addition of the asphalt plant is not expected to cause a substantial adverse change in an archeological resource, and therefore no impact is anticipated.

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

The current location of the reclamation facility, within the El Corazon site, is an area that was heavily disturbed during the sand and gravel mining operations. Based on the previous disturbed nature of the site the addition of the asphalt plant is not expected to cause a substantial adverse change in a paleontological resource, and therefore no impact is anticipated.

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

The current location of the reclamation facility, within the El Corazon site, is an area that was heavily disturbed during the sand and gravel operations. Based on the previous disturbed nature of the site it the addition of the asphalt plant is not expected to cause a substantial adverse change to human remains, and therefore, no impact is anticipated.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18- 1-B of the 1994 UBC, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

The proposed project is the addition of an asphalt plant to the current reclamation area within the El Corazon site. The El Corazon site has been the focus of several geotechnical investigations (Geocon, various). These geotechnical investigations indicated that the Newport Inglewood Offshore Fault is located approximately 7.5 miles from the project area. The Rose Canyon Fault is located approximately 8 miles from the project site. Compliance with standard measures contained in the Uniform Building Code (UBC) regarding structures and construction ensures that significant impacts would not occur. Based on the distance, and the UBC requirements, there is a less than significant impact for this issue area.

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

The proposed project consists of the addition of the asphalt plant to the reclamation area within the El Corazon project property. The project site, as with most of the southern California region, would be subject to strong ground shaking in the event of a major earthquake. The project site may experience ground motion during its design life as a result of regional seismic activity. The proposed project is a mobile facility and therefore does not require compliance with the Uniform Building Code (UBC). Based on the mobile nature of the facility there is no impact within this issue area.

3) *Seismic-related ground failure, including liquefaction? **Less Than Significant 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 groundshaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of groundshaking. According to the City of Oceanside General Plan, dated June 2002, the project area is not susceptible to liquefaction hazards, and therefore a less than significant impact.

4) *Landslides? **Less Than Significant Impact.***

The geotechnical investigations did not identify any landslides in the proposed project area. Additionally, the geotechnical study found that existing slopes within the area were stable with respect to static loads. Based on the fact that no landslides were identified there is a less than significant impact for this issue area.

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

The proposed project is the addition of a mobile asphalt plant to the existing reclamation area. Based on the disturbed nature of the existing plant there would be no impact for this issue area.

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? **Less Than Significant Impact.***

The proposed project site would be located on soil suitable to sustain the expected loads. Therefore there is a less than significant impact from this issue area.

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

The proposed project is the addition of a mobile asphalt plant to the site and no building is anticipated. Therefore there is no impact in this issue area.

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 addition of the asphalt plant does not require a septic tank or other alternative wastewater disposal system. The proposed facility will not have onsite restrooms that are connected to the local sewer system. Therefore there is no impact for this issue area.

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

- a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Less Than Significant Impact.***

As a result of the proposed addition of the asphalt plant to the reclamation operations a small quantity of hydrocarbons would be transported to the site. These materials would become part of the asphalt mix on an as needed basis. The materials would only be brought onsite as necessary and would not store large quantities at the reclamation site. Because only limited quantities of asphalt would be necessary for the project there would be a less than significant impact for this issue area.

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

The addition of the asphalt plant would only require the use of small quantities of hydrocarbons for the asphalt mixture. Additionally, any hazardous materials that may be transported to the site would be stored within approved containers, within appropriate secondary containment. The secondary containment would be of sufficient capacity to contain any potential material spill. These materials would only be stored onsite in small quantities and therefore would not cause a significant hazard and would have a less than significant impact for this issue area.

- c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **Less Than Significant Impact.***

No hazardous or acutely hazardous materials, substances, or waste are expected to be emitted or handled within one-quarter mile of an existing or proposed school, as a result of the implementation of the proposed project. A less than significant impact is identified for this issue area.

- 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? **Less Than Significant Impact.***

A hazardous materials sites records search was conducted on August 31, 2006 for the El Corazon property. According to the database search, the only hazardous material site on the property is the El Corazon Green Waste and Composting Facility. The facility is currently located in the central portion of the proposed El Corazon project site and is under a permit to operate in compliance with appropriate regulations. With the facility proposed to be relocated near the southwest entry of the El Corazon property, approximately 0.5 miles southwest of its current location. However, the proposed project would not interfere with the operations and conditional permitting of the facility, and would thus not create a significant hazard to the public or the environment. Therefore, a less than significant impact is identified for this issue area.

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

The proposed project is not located within an airport land use plan (City of Oceanside, 2002, Land Use Element, "Special Management Area, Airport Influence Area" Map pp. 25). The proposed relocation site for the asphalt facility is located approximately 1.7 miles southeast of the Oceanside Municipal Airport; however, as stated above, the site is not within the airport's sphere of influence. Therefore, no impact is identified for this issue 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 is not located within the vicinity of a private airstrip. Therefore, no impact is identified for this issue area.

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

According to the City's General Plan, an emergency evacuation plan is in place that identifies major streets and thoroughfares to be used for relocation routes in the event of an emergency (City of Oceanside, 2002, Public Safety Element, "Relocation Routes and Refugee Centers" Map, pp. 33). Two of the routes identified in this emergency response plan include El Camino Real and Oceanside Boulevard, both of which are in proximity to the project site. However, construction and implementation of the proposed project would not prevent the use of these streets in the event of an emergency. Therefore, there is no impact is identified for this issue area.

- 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? **Less Than Significant Impact.***

The proposed project site is not located an within or near a fire hazard area as delineated by the General

Plan's "Natural Fire Hazards" map (City of Oceanside, 2002, Public Safety Element, pp. 17). Since the proposed relocation site for the facility has been severely disturbed from previous mining activities, it is not located in an area of significant risk of wildland fires. Additionally, implementation of the proposed project would follow all applicable fire safety rules and regulations, including other best management practices. A less than significant impact is identified for this issue area.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
14.8 HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k. Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l. Result in significant alternation of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m. Could the proposed project result in increased erosion downstream?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n. Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
o. Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
p. Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
q. Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
r. Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
s. Have a potentially significant adverse impact on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
t. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
u. Impact aquatic, wetland, or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Potentially impact stormwater runoff from construction or post construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
w. Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
x. Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
y. Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
z. Create significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Violate any water quality standards or waste discharge requirements? **Less Than Significant Impact***

All waters in San Diego County are under jurisdiction of the San Diego Regional Water Quality Control Board. The project site is in proximity of a section of Garrison Creek (approximately 0.25 miles to the north), which is a tributary to Loma Alta Creek (Hydrologic Area 4.10), which is part of the Carlsbad Hydrologic Unit (Basin Number 904.00), located within the San Luis Rey River Watershed (California Regional Water Quality Control Board, 1994).

Based on the immediate local topography any potentially polluted runoff is not anticipated to leave the project site. Additionally, the water that is retained onsite is used onsite for dust suppression as necessary. Because of the above mentioned conditions, the site runoff would not negatively impact Garrison Creek. A less than significant impact is identified for this issue area.

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

The proposed project is the addition of a mobile asphalt plant within the existing reclamation facility. As such, the proposed project would not 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. Furthermore, Garrison Creek, the closest body of water (approximately 0.25 miles to the north) to the proposed relocation site, has not been identified as an existing or potential source of groundwater (California Regional Water Quality Board, 1994, pp. 2-53). Therefore, no impact is identified for this issue area.

- c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? **No Impact.***

The course of Garrison Creek, the closest body of water (approximately 0.25 miles to the north) to the proposed project site, would not be altered by the proposed project. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff, and, therefore, would not contribute to substantial erosion or siltation on- or offsite. No impact is identified for this issue area.

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

The course of Garrison Creek, the closest body of water (approximately 0.25 miles to the north) to the proposed project site, would not be altered by the proposed project. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff, and, therefore, would not contribute to substantial erosion or siltation on- or offsite. No impact is identified for this issue area.

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

The proposed project is the addition of a mobile asphalt plant to the existing reclamation site. Currently runoff from the site is collected and used for dust suppression on-site. Since no runoff currently leaves the site, or is it planned to with the mobile asphalt plant, there is no impact with this issue area.

- f. *Otherwise substantially degrade water quality? **No Impact.***

The proposed project is the addition of a mobile asphalt plant to the existing reclamation site. Currently runoff from the site is collected and used for dust suppression on-site. Since no runoff currently leaves the site, or is it planned to, with the mobile asphalt plant, there is no impact with this issue area.

- 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 does not involve the construction of housing structures. Therefore, no impact is identified for this issue area.

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

The proposed project does not involve construction and therefore no structures are being placed in a flood hazard area. Therefore, no impact is identified for this issue area.

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

The proposed mobile facility is not located in an area identified as a floodplain (City of Oceanside, 2002, public safety, Figure PS-9 "Natural Floodplains", pp. 28), nor is it located in an area subject to inundation upon flooding from failure of the Lake Henshaw Dam (City of Oceanside, 2002, public safety, Figure PS-10, "Inundation Map for Henshaw Dam", pp. 30). Therefore, no impact is identified for this issue area.

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

There is minimal potential for seiche to occur in the proposed project area (City of Oceanside, 2002, public safety element, pp. 10). Therefore, a less than significant impact is identified for this issue area.

Additionally, the proposed project area has not been affected by tsunamis in the past; however, this does not eliminate the potential danger (City of Oceanside, 2002, Public Safety Element, pp. 10). If a threat should occur, it would come from a distant point of origin, and ample warning and time to evacuate or prepare for the disaster should be available if such an event were to occur. Therefore, a less than significant impact is identified for this issue area.

Finally, the proposed project area does have the potential for mudflow due to flooding. The proposed facility is approximately 0.25 miles from Garrison Creek, which is a tributary to the Loma Alta Creek. The Loma Alta Creek bed has been identified as having the potential for flooding (City of Oceanside, 2002, public safety element, pp. 27). However, according to the "Natural Floodplain" map located in the City's General Plan, the facility is not located within a floodplain (City of Oceanside, 2002, figure PS-9, pp. 28, public safety element). Therefore, a less than significant impact is identified for this issue area.

- 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.***

Based on the immediate local topography any potentially polluted runoff is not anticipated to leave the project site. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. Because of the above mentioned conditions, the site runoff would not negatively impact Garrison Creek. No impact is identified for this issue area.

- l. *Result in significant alternation of receiving water quality during or following construction? **No Impact.***

Based on the immediate local topography any potentially polluted runoff is not anticipated to leave the project site. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. Because of the above mentioned conditions, the site runoff would not negatively impact Garrison Creek. No impact is identified for this issue area.

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

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no increase in erosion. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. No impact is identified for this issue area.

*n. Result in increased impervious surfaces and associated increased runoff? **No Impact***

The mobile asphalt plant would not substantially increase the impervious surface of the reclamation area. Additionally, all runoff is contained onsite and therefore would not result in any offsite effects. No impact is identified for this issue area.

*o. Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes? **No Impact.***

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no change in drainage patterns. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. No impact is identified for this issue area.

*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.***

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no potential to impact any receiving waterbody. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. No impact is identified for this issue area.

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

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no potential to impact the Garrison Creek habitat area. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. No impact is identified for this issue area.

*r. Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters? **No Impact***

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no impact to surface waters. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. No impact is identified for this issue area.

*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. No impact is identified for this issue area.

*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. No impact is identified for this issue area.

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.***

The project consists of moving a mobile asphalt trailer into the reclamation area. Since the facility is mobile and runoff is contained onsite, there is no potential to impact stormwater and therefore no impact.

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.***

The stormwater that is generated at the reclamation site is contained onsite and used for dust suppression, therefore there is no discharge of pollutants from the site and therefore no impact for this issue area.

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

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no potential to impacts local surface waters and subsequent beneficial uses. No impact is identified for this issue area.

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

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no increase in the volume of stormwater. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. No impact is identified for this issue area.

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

Based on the immediate local topography any potential runoff is not anticipated to leave the project site. Since the runoff is not anticipated to leave the site there is no increase in erosion. Additionally, this water that is retained onsite is used onsite for dust suppression as necessary. No impact is identified for this issue area.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 site is allowed under the approved Reclamation Plan for the site. Based on this plan there is no impact is identified for this issue area.

c. *Conflict with any applicable habitat conservation plan or natural community conservation plan? Less Than Significant Impact.*

The proposed project consists of addition of a mobile asphalt plant to the reclamation area within the El Corazon project property. The current reclamation area is not identified in the Oceanside Subarea Habitat Conservation Plan/ Natural Communities Conservation Plan (City of Oceanside, 2000), which is part of the regional Multiple Habitat Conservation Program (MHCP) (SANDAG, 2003). However, the proposed project would be designed, constructed, and implemented so as to comply with the applicable goals and requirements of these plans. Therefore, implementation of the proposed project would not anticipated to 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 less than significant impact is identified for this issue area.

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

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

The overall site and the reclamation facility was mined for over 60 years by the U.S. Silica Mining Company. By 1994, mining operations had ceased indefinitely, and the land was donated to the City of Oceanside. Since mining operations are no longer feasible on the El Corazon property, the proposed project would not result in the loss of available of a known mineral resource of value to the region and residents of the state. Therefore, a less than significant impact is identified for this issue area.

- 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.**

As stated above, the proposed project site was formerly mined for over 60 years by the U.S. Silica Company. Mining operations on the El Corazon project site ceased by 1994, and since then the site has been recovered under the Surface Mining and Reclamation Act (SMARA). Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, no impact is identified for this issue area.

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

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

The proposed project would be required to adhere to all City guidelines and regulations regarding operational noise. Therefore, there is a less than significant impact for this issue area.

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

The proposed mobile asphalt plant is contained on a truck trailer. The operation of the facility on this truck trailer will consist of mixing materials and loading into a clients asphalt delivery trailer. This small scale operation is not anticipated to cause excessive groundborne vibration or noise, because of the small scale of the operation as well as the above ground mounted system. The trailer tires and suspension also provide dampening of any vibration before it reaches into the ground. Based on the above anticipated operations there is a less than significant impact for this issue area.

- c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **Less than significant impact***

Future operational noise levels at the facility are anticipated to be similar to the operational noise levels at the facility's current location because the mobile processing equipment associated with operation of the facility would remain the same. Therefore, implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Furthermore, the proposed project would be required to adhere to all City guidelines and regulations regarding operational noise. A less than significant impact is identified for this issue area.

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

The proposed project consists of the addition of a mobile asphalt plant to the existing reclamation area, and therefore would continue to operate at the existing reclamation plant hours (7 am to dusk). The site is zoned for industrial activities and therefore the Oceanside City Code (Section 38.12) allows for noise levels of 70 dB from 7 am until 10 pm. Since the proposed location of the plant is within the existing reclamation area, and near the noise generated by that activity, the proposed plant is not anticipated to increase the existing ambient noise beyond the reclamation activities. Therefore the proposed project would have a less than significant impact for this issue area.

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

The proposed project is not located within an airport land use plan (City of Oceanside, 2002, Land Use Element, "Special Management Area, Airport Influence Area" Map pp. 25). The proposed relocation site for the facility is located approximately 1.7 miles southeast of the Oceanside Municipal Airport; however, as stated above, the relocation site is not within the airport's sphere of influence. Therefore, no impact is identified for this issue area.

- 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 is not located within the vicinity of a private airstrip; therefore, no impact is identified for this issue area.

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

a. *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? **Less Than Significant Impact.***

Since no residential, commercial or industrial uses are proposed as part of the project, implementation of the proposed project is not expected to induce substantial population growth in the area, either directly or indirectly. Therefore, impacts would be less than significant.

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

The proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Therefore, no impact is identified for this issue area.

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

The proposed project would not displace substantial numbers of people, thus necessitating the construction of replacement housing elsewhere. Therefore, no impact is identified for this issue area.

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

1. *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. Therefore, no impacts to fire protection are anticipated as a result of this project.

2. *Police protection? No Impact.*

There are no significant impacts related to police protection or service anticipated with implementation of the proposed project.

3. *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.

4. *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.

5. *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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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 and therefore there is no impact.

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, and therefore no impact for this issue area.

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

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

A Traffic Study was prepared, by Linscott, Law, and Greenspan, Engineers, for the proposed project using the projected increase of approximately 40 truck trips per day with the proposed project. Based on the evaluation of this increase in traffic, the study concluded that there would not cause any new traffic impacts, therefore, there is a less than significant impact for this issue area.

- 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.**

The asphalt facility is not expected to dramatically increase the number of vehicle trips or cause any new traffic impacts, therefore there is a less than significant impact for this issue area.

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

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.**

No public roadways are proposed as part of the project, therefore, no impacts regarding design features or incompatible uses would occur. The proposed project would use the same access point as the existing project.

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

Adequate emergency access shall be provided during operation of the proposed project. No Impact.

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

The proposed project would be required to adhere to all design requirements contained in the City Municipal Code, as well as other applicable rules and regulations, in order to assure adequate parking capacity. With implementation of applicable design rules, impacts to parking would be reduced to less than significant levels.

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

The proposed project would not significantly alter traffic conditions and/or patterns associated with the operation of the reclamation facility or the proposed mobile asphalt plant. Therefore, the proposed project would not conflict with implementation of adopted policies, plans, or program supporting alternative transportation. A less than significant impact is identified for this issue area.

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

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

Improvements associated with the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB), therefore no impact is anticipated.

- 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, and therefore no impact is anticipated.

- 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, and therefore no impact is anticipated.

- 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.***

Improvements associated with the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB), therefore no impact is anticipated.

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

The proposed project is anticipated to increase the diversion of solid waste from the local landfill by accepting concrete and asphalt materials for use at the asphalt plant, therefore no impact is anticipated.

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

The proposed project is anticipated to increase the diversion of solid waste from the local landfill by accepting concrete and asphalt materials for use at the asphalt plant, therefore no impact is anticipated.

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

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

- a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory? **No Impact.***

The proposed project does not have the potential to degrade the quality of the environmental or impact fish habitat or wildlife individuals or populations. Additionally, it would not impact sensitive plant, animal or eliminate examples of California history or prehistory, therefore there is no impact for this issue area.

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

The proposed project will not impact either short-term or long-term environmental goals and, therefore, there is no impact.

- c. *Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)? **No Impact.***

The project does not have any cumulative impacts and therefore no impact for this issue area.

- d. *Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly? **No Impact.***

This project will not have substantial effects on human beings directly or indirectly and, therefore, no impact for this issue area.

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



 Chuck Cleaves, Project Manager
 HDR Engineering, Inc.

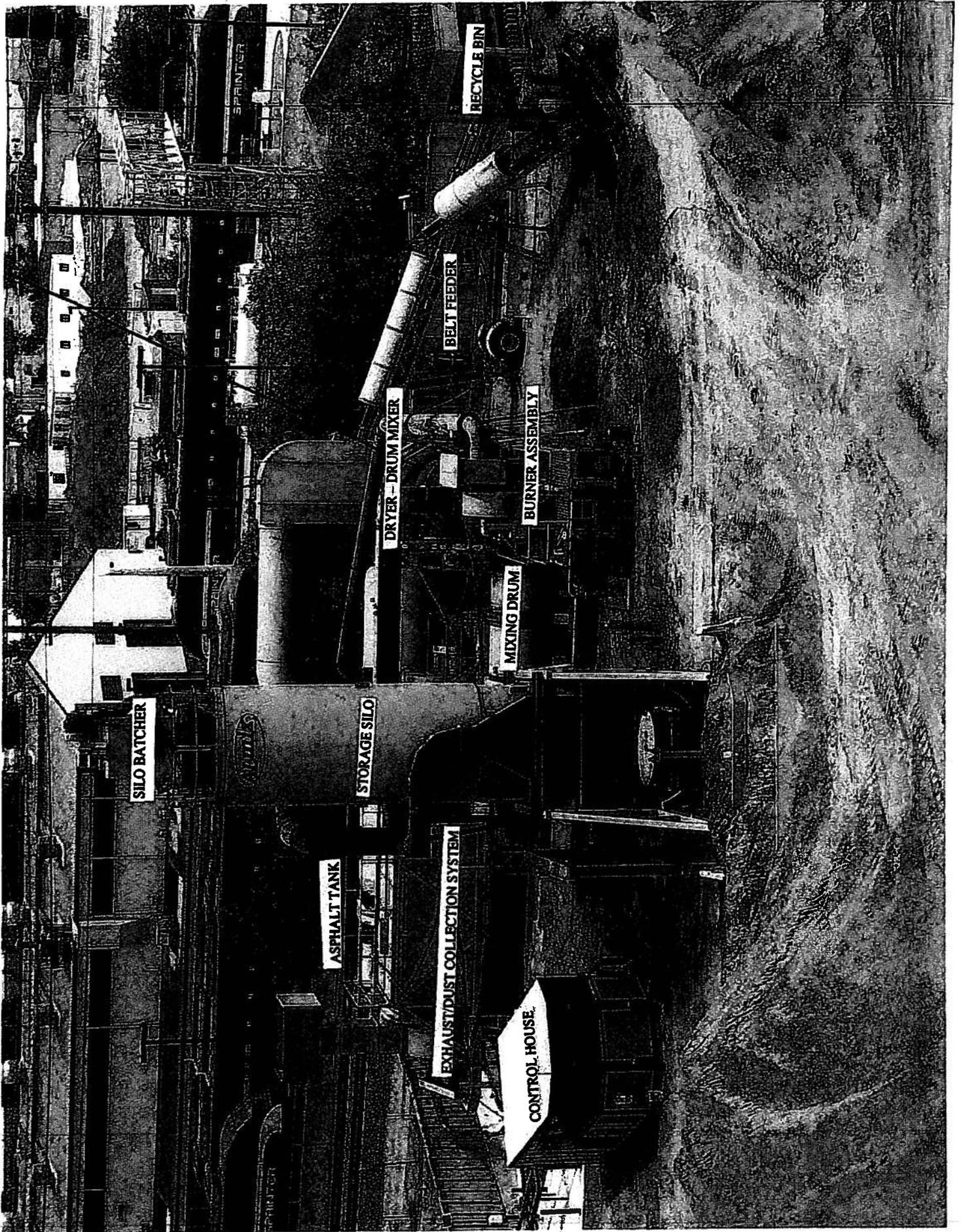
16. **DETERMINATION.** (To be completed by lead agency) Based on this initial evaluation:
- [] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- [X] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been included in this project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- [] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
17. **DE MINIMIS FEE DETERMINATION** (Chapter 1706, Statutes of 1990-AB 3158)
- [] It is hereby found that this project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and that a "Certificate of Fee Exemption" shall be prepared for this project.
- [X] It is hereby found that this project could potentially impact wildlife, individually or cumulatively, and therefore fees shall be paid to the County Clerk in accordance with Section 711.4(d) of the Fish and Game Code.
18. **ENVIRONMENTAL DETERMINATION:** The initial study for this project has been reviewed and the environmental determination, contained in Section V. preceding, is hereby approved:

Jerry Hittleman, City Planner

19. **PROPERTY OWNER/APPLICANT CONCURRENCE:** : Section 15070(b)(1) of the California Environmental Quality Act (CEQA) Guidelines provides that Lead Agencies may issue a Mitigated Negative Declaration where *the initial study identifies potentially significant effects, but, revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur.* The property owner/applicant signifies by their signature below their concurrence with all mitigation measures contained within this environmental document. However, the applicants 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.

Gary Gurley, Oceanside Public Works Department

Site Photographs



SILO BATCHER

STORAGE SILO

ASPHALT TANK

EXHAUST/DUST COLLECTION SYSTEM

CONTROL HOUSE

DRYER - DRUM MIXER

MIXING DRUM

BURNER ASSEMBLY

BELT FEEDER

RECYCLE BIN



FEEDER BINS
ROCK & SAND

RECYCLE BIN

SILO BATCHER

STORAGE SILO

BELT FEEDER

ASPHALT TANK

EXHAUST/DUST COLLECTION SYSTEM

CONTROL HOUSE

**Traffic Study
El Corazon
Asphalt Batch Plant**

LINSCOTT
LAW &
GREENSPAN

engineers

TRAFFIC STUDY
EL CORAZON
ASPHALT BATCH PLANT
Oceanside, California
February 26, 2008

LLG Ref. 3-06-1666

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- B. Intersection Methodology, City of Oceanside Proposed Level of Service Standards and Miscellaneous Technical Information
- C. Existing Peak Hour Intersection Analysis Worksheets
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- E. Near term Peak Hour Analysis Worksheets
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TRAFFIC STUDY
EL CORAZON
ASPHALT BATCH PLANT

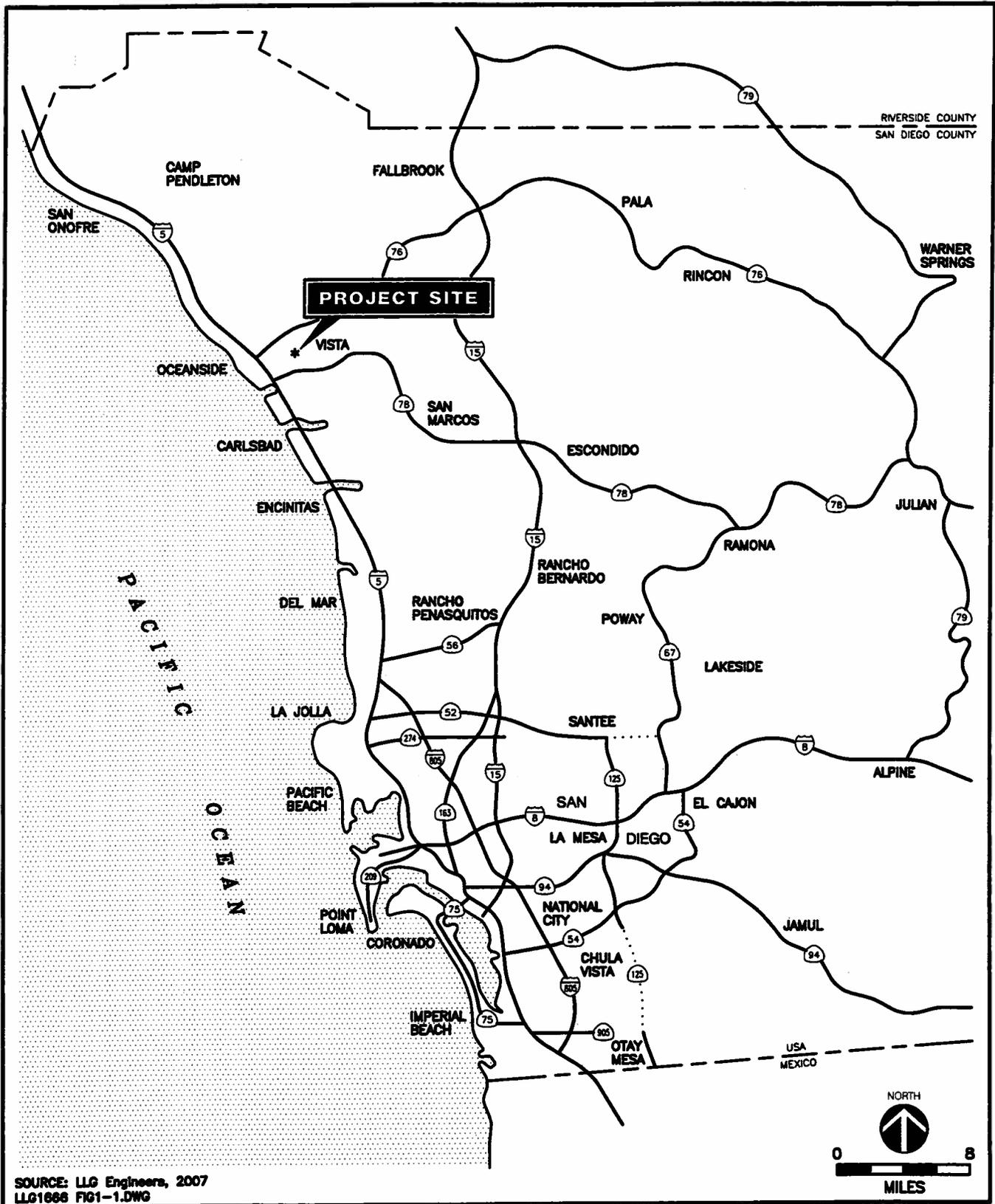
Oceanside, California
February 26, 2008

1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has been retained to assess the traffic impacts associated with the proposed addition of an Asphalt Batch Plant on the El Corazon site. The project site is located within the 450 acres El Corazon project site, which is located in the area bound by Mesa Drive, Rancho del Oro Drive, Oceanside Boulevard, and El Camino Real. *Figure 1-1* shows the vicinity map, and *Figure 1-2* shows a more detailed project area map.

Included in this traffic report are the following.

- Project Description
- Existing Conditions Discussion
- Analysis Approach and Methodology
- Significance Criteria
- Analysis of Existing Conditions
- Trip Generation/Distribution/Assignment
- Analysis of Existing + Project Scenario
- Cumulative Projects Discussion
- Analysis of Near Term Conditions
- Access and Other Issues
- Conclusion



SOURCE: LLG Engineers, 2007
 LLG1666 FIG1-1.DWG



Figure 1-1
 Vicinity Map

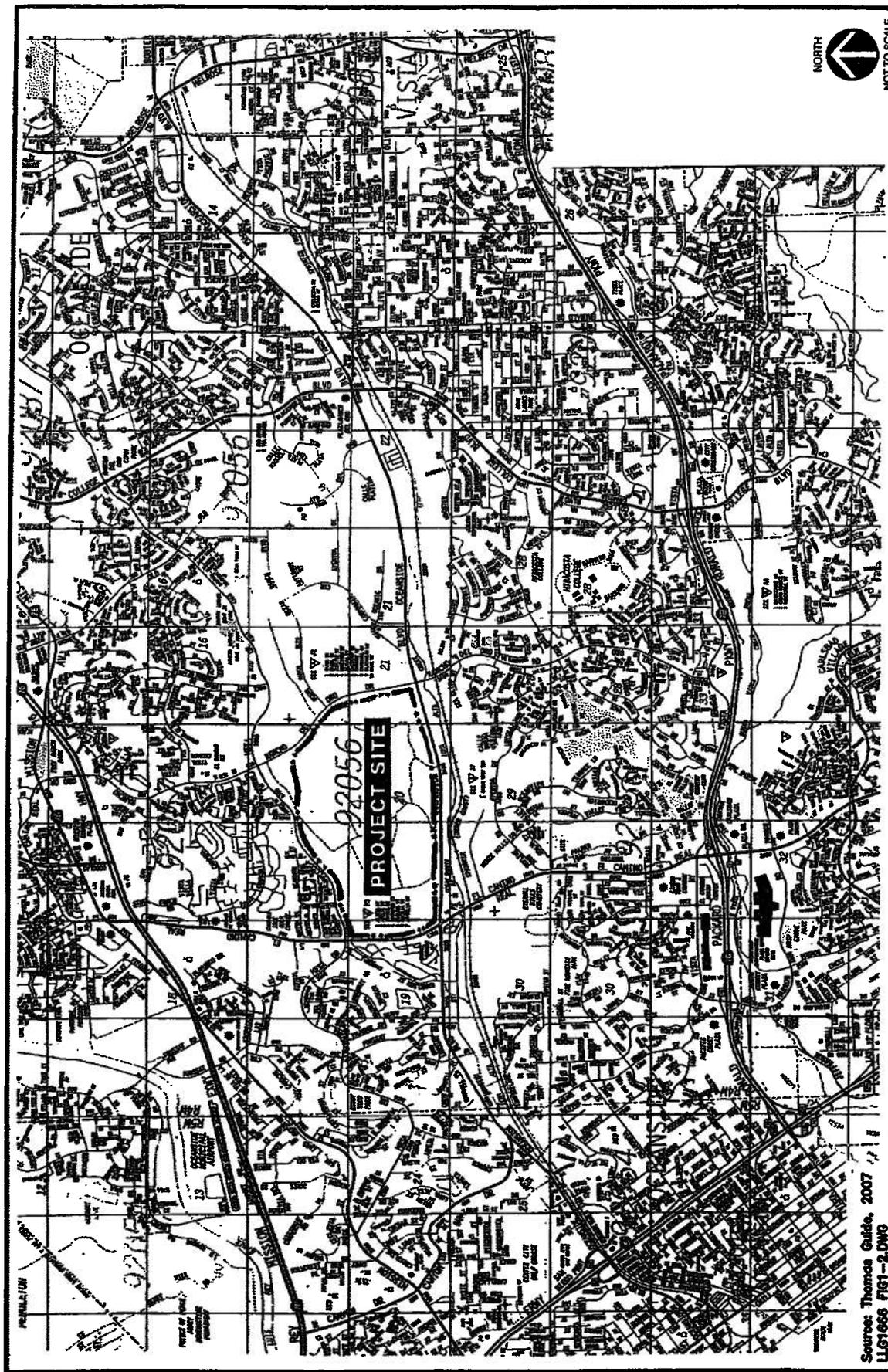


Figure 1-2
Project Area Map

**LINSCOTT
 LAW &
 GREENSPAN**
engineers

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project site is located within the 450 acres El Corazon project site, which is located in the area bound by Mesa Drive, Rancho del Oro Drive, Oceanside Boulevard, and El Camino Real. Project access is provided on Oceanside Boulevard.

2.2 Project Description

2.2.1 Background

The City of Oceanside is continuing active reclamation of the sand mine at the El Corazon site. The reclamation activities consist of collecting clean construction/demolition debris (primarily asphalt and concrete) at the site. Once onsite the debris is sorted and crushed. A portion of the recycled material is sold to local contractors and a portion of the material is used to fill one of the historic mining tailing ponds near the central portion of El Corazon. The reclamation efforts will continue at this former pond until the land is deemed safe and stable by the City.

The existing reclamation site is approximately 49 acres, but the materials handling occurs on approximately fifteen acres, and is reached by an unpaved 0.75 of a mile long driveway entering the El Corazon site from Oceanside Boulevard. The site currently has a temporary office trailer, vehicle scale, rock crusher/sorter, and miscellaneous equipment used to move the material around once on site. The site sits in a depression with a solid hill mass extending forty to sixty feet tall along the western and northern site boundary. An earthen berm of approximately fifteen feet completes the site boundary along the eastern and southern boundary. The hill mass, and earthen berm, act as a visual and acoustic barrier from the remainder of the site and the surrounding area.

2.2.2 Proposed Project

The City of Oceanside is proposing to allow the operation of a Mobile Asphalt Plant on approximately three acres within the existing reclamation site. This would not increase the current boundaries of the reclamation site. The asphalt plant would use the current supply of used asphalt that is delivered to the site for crushing and sorting. Instead of selling this processed material to local contractors for projects, the material would be mixed in batches with sand, aggregate, and oil, mixed. The finished material would then be made available for sale to local municipalities and contractors for various paving projects including the proposed roadways within the El Corazon Master Development Plan. The asphalt mixture could be adjusted to the desired customer specifications. The asphalt plant would be a mobile, self contained unit (on a semi-truck trailer), and would be operated on an "as-needed" basis depending on demand for the finished material. The Mobile Asphalt Plant is fully contained on a semi-truck trailer and does not require any electrical hook-ups or wastewater disposal.

3.0 EXISTING CONDITIONS

The intersections and segments included in the study area listed below. These locations were chosen since they will carry the majority of project traffic. The specific study area includes the following intersections and street segments:

Intersections

- Mesa Drive/ El Camino Real
- Mesa Drive/ Rancho del Oro
- Oceanside Boulevard/ El Camino Real
- Oceanside Boulevard/ Rancho del Oro

Segments

Mesa Drive

El Camino Real to Rancho del Oro

Oceanside Boulevard

Foussat Road to El Camino Real

El Camino Real to Rancho del Oro

El Camino Real

Oceanside Boulevard to Fire Mountain Drive

Rancho del Oro

SR 76 to Mesa Drive

3.1 Existing Street Network

The following is a brief description of the existing roadway system in the project area. Roadway classifications are based on the City of Oceanside Circulation Element.

Mesa Drive is classified as a Collector roadway west of El Camino Real and as a Secondary Arterial east of El Camino Real. It currently provides one lane in each direction between Mission Avenue and El Camino Real, and two lanes in each direction between El Camino Real and Santa Fe Avenue. Curbside parking is prohibited in most areas along Mesa Drive and bus stops are provided at frequent locations. Bike lanes are provided and the posted speed is 45 miles per hour in most areas.

Oceanside Boulevard is classified as a Major Arterial. It currently generally provides two lanes in each direction between Interstate 5 and El Camino Real, and three lanes in each direction east of El Camino Real. Curbside parking is prohibited in most areas along Oceanside Boulevard and bus stops are provided at frequent locations. The posted speed limit is as follows:

- Interstate 5 to Canyon Drive, 35 miles per hour
- Canyon Drive to El Camino Real, 40 miles per hour
- El Camino Real to College Boulevard, 55 miles per hour
- College Boulevard to Temple Heights, 50 miles per hour

El Camino Real is classified as a Prime Arterial south of Oceanside Boulevard and as a Major Arterial north of Oceanside Boulevard. It currently provides two lanes in each direction between State Route 76 and Oceanside Boulevard, and generally three lanes in each direction between Oceanside Boulevard and SR 78. The posted speed limit is 45 miles per hour. Bus stops are provided at frequent locations and parking is not permitted. Bike lanes are also provided.

Rancho del Oro Road is classified as a 4-lane Major Arterial. Between State Route 76 and Mesa Drive, it provides two lanes in each direction. The posted speed limit is 45 miles per hour. Bike lanes are provided and parking is not permitted. Bus stops are provided at frequent locations.

3.2 Existing Traffic Volumes

3.2.1 Peak Hour Intersection Turning Movement Volumes

Weekday manual peak hour intersection counts were conducted in 2006 and 2007. Counts conducted prior to May 2006 were increased by 3% to better represent 2007 conditions. Weekday counts were conducted during both the AM (7:00-9:00) and PM (4:00-6:00) peak. *Appendix A* contains the manual count sheets. *Figure 3-1* depicts the AM/PM peak hour intersection turning movement volumes at the study area intersections.

3.2.2 Daily Segment Volumes

Bi-directional daily traffic counts were conducted on the street segments in June 2006 and March 2007. *Appendix A* contains the manual count sheets. *Figure 3-1* depicts the maximum 24-hour segment volumes along the study area segments.

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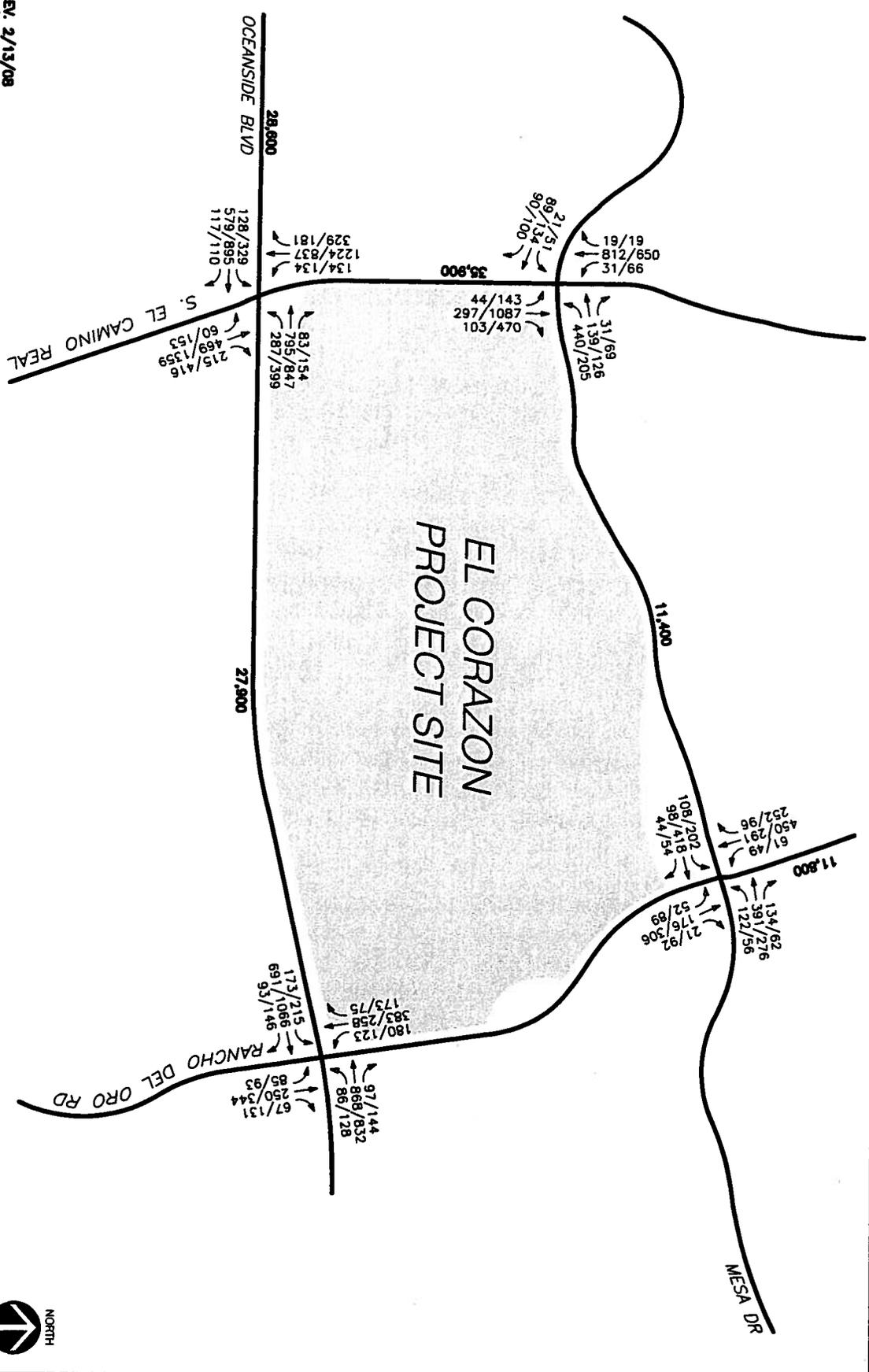


Figure 3-1
 Existing Traffic Volumes (AM/PM & ADT)

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 engineers

EL CORAZON ASPHALT BATCH PLANT

4.0 ANALYSIS APPROACH AND METHODOLOGY

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized intersections, unsignalized intersections, roadway segments and freeway segments.

4.1 Intersections

The City of Oceanside has adopted a standard for determining intersection traffic impacts that states that an intersection is significantly impacted when project traffic degrades the peak hour level of service to worse than LOS D.

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2000 Highway Capacity Manual (HCM)*, with the assistance of the *Traffix* (version 7.5) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS). Signalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in *Appendix B*.

4.2 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of Oceanside's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The City of Oceanside's *Roadway Classification, Level of Service, and ADT Table* is attached in *Appendix B*.

The City of Oceanside has adopted the following standard for determining traffic impacts on street segments. An impact on the street segments is determined to be significant if the addition of project traffic causes a decrease in the daily LOS to worse than LOS C (D, E, or F) or if the existing daily LOS is worse than LOS C. However, the daily impacts are not considered significant if a peak hour arterial Level of Service of LOS D or better can be demonstrated. It should be noted that "creative" improvements (i.e., bus turnouts, larger curb returns) should be recommended on all street segments which are calculated to operate at LOS D, LOS E, or LOS F on a daily basis, even if a peak hour Level of Service of LOS D or better is demonstrated.

5.0 SIGNIFICANCE CRITERIA

5.1 City of Oceanside Significance Criteria

A project is considered to have a significant impact if project traffic decreases the operations of surrounding roadways by a defined threshold. The thresholds for roadway segments and intersections are defined in *Table 5-1* below. If the project exceeds the thresholds in *Table 5-1*, then the project is considered to have a significant project impact. A feasible mitigation measure will need to be identified to return the impact within the thresholds (pre-project + allowable increase) or the impact will be considered significant and unmitigated.

**TABLE 5-1
TRAFFIC IMPACT SIGNIFICANT THRESHOLDS**

Level of Service with Project ^a	Allowable Increase Due to Project Impacts ^b					
	Freeways		Roadway Segments		Intersections	Ramp Metering ^c
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E & F (or ramp meter delays above 15 minutes)	0.01	1	0.02	1	2	2 ^c

Source:

San Diego Traffic Engineers Council (SANTEC) Guidelines.

Footnotes:

- All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using Table 2 or a similar LOS chart for each jurisdiction). The acceptable LOS for freeways, and intersections is generally "D" and LOS "C" for all roadways. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are deemed to be significant. These impact changes may be measured from appropriate computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible mitigations (within the Traffic Impact Study [TIS] report) that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note a above), or if the project adds a significant amount of peak hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating significant impact changes.
- See attachment B for ramp metering analysis.

General Notes:

- V/C = Volume to Capacity Ratio
- Speed = Arterial speed measured in miles per hour
- Delay = Average stopped delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
- LOS = Level of Service

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

Table 6-1 summarizes the existing intersections level of service. As seen in Table 6-1, all intersections are calculated to currently operate at D or better during both the AM and PM peak.

Appendix C contains the existing intersection analysis worksheets.

6.2 Daily Street Segment Levels of Service

Table 6-2 summarizes the existing roadway segment operations. As seen in Table 6-2, all the study area segments are calculated to currently operate at LOS C or better.

**TABLE 6-1
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
1. Mesa Drive/ El Camino Real	Signal	AM	28.4	C
		PM	25.6	C
2. Mesa Drive/ Rancho del Oro	Signal	AM	29.4	C
		PM	30.3	C
3. Oceanside Boulevard/ El Camino Real	Signal	AM	31.6	C
		PM	37.2	D
4. Oceanside Boulevard/ Rancho del Oro	Signal	AM	29.3	C
		PM	27.2	C

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

SIGNALIZED	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

**TABLE 6-2
EXISTING SEGMENT OPERATIONS**

Segment	Existing LOS E Capacity ^a	Existing		
		Volume ^b	LOS ^c	V/C ^d
Mesa Drive El Camino Real to Rancho Del Oro Dr	25,000	11,400	A	0.456
Oceanside Boulevard Foussat Rd to El Camino Real	40,000	28,600	C	0.715
El Camino Real to Rancho Del Oro Rd	60,000	27,900	A	0.465
El Camino Real Oceanside Blvd to Fire Mountain Dr	60,000	35,900	A	0.598
Rancho Del Oro Road ^e SR 76 to Mesa Dr	40,000	11,800	A	0.295

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic (ADT) rounded to the nearest 10.
- c. Level of Service.
- d. Volume to Capacity ratio.

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

Table 7-1 summarizes the trip generation for the El Corazon Asphalt Batch Plant project. Based on the project description each truck was assumed to make two trips in a day, one going out and one coming in. Also, based on the estimated operation hours, it was assumed that about 15% of the total truck traffic would occur in the AM peak hour and about 15% of the truck traffic will occur during PM peak hour. It is noteworthy that the finished material in the Plant would be used for paving the proposed roadways with the El Corazon Master Plan Development and hence some of the truck trips will be within in the site. However, in order to be conservative no credit was taken for these internal truck trips in the analysis.

A Passenger Car Equivalent (PCE) factor was applied to the generated truck trips. PCE is defined as the number of passenger cars that are displaced by a single heavy vehicle of a particular type under the prevailing traffic conditions. Heavy vehicles have a greater traffic impact than passenger cars since: (1) they are larger than passenger cars, and therefore, occupy more roadway space; and (2) their performance characteristics are generally inferior to passenger cars, leading to the formation of downstream gaps in the traffic stream (especially on upgrades) which cannot always be effectively filled by normal passing maneuvers. Based on the elevation changes in the vicinity of the project site a PCE of 2.0 was applied to each truck trip.

As seen on *Table 7-1*, the project is calculated to generate approximately 160 ADT with 24 trips (8 inbound / 16 outbound) during the AM peak hour and 24 trips (16 inbound / 8 outbound) during the PM peak hour.

7.2 Trip Distribution/Assignment

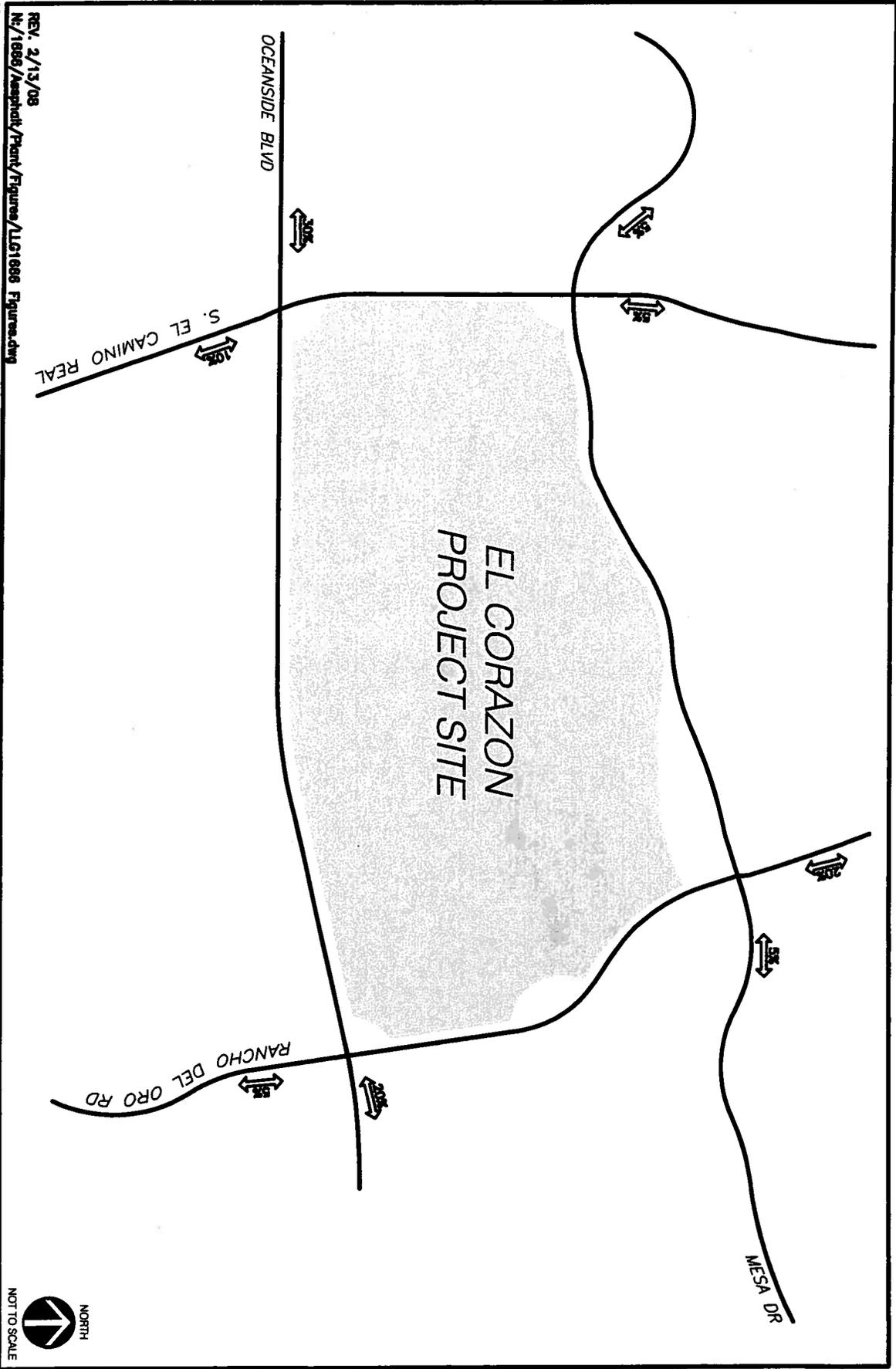
The project-generated traffic was distributed to the street system based on several factors such as potential truck routes and the proximity to state highways and arterials. *Figure 7-1* depicts the estimated project traffic distribution. *Figure 7-2* depicts the project traffic assignment, while *Figure 7-3* depicts the existing + project traffic volumes.

**TABLE 7-1
TRIP GENERATION SUMMARY**

Land Use	Quantity	Daily Trips Ends (ADT) ^a		AM Peak Hour (7:00-9:00)				PM Peak Hour (4:00-6:00)					
		Rate	Volume	% of ADT	In: Out Split	Volume		% of ADT	In: Out Split	Volume			
						In	Out	Total			In	Out	Total
Asphalt Plant	40 Trucks	2/Truck	80	15%	4:6	4	8	12	15%	6:4	8	4	12
	PCE Factor of 2.0 ^b		80			4	8	12			8	4	12
	Total Trips with PCE		160			8	16	24			16	8	24

Footnotes:

- a. ADT - Average Daily Traffic
- b. See text for explanation



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Figure 7-1

Project Traffic Distribution

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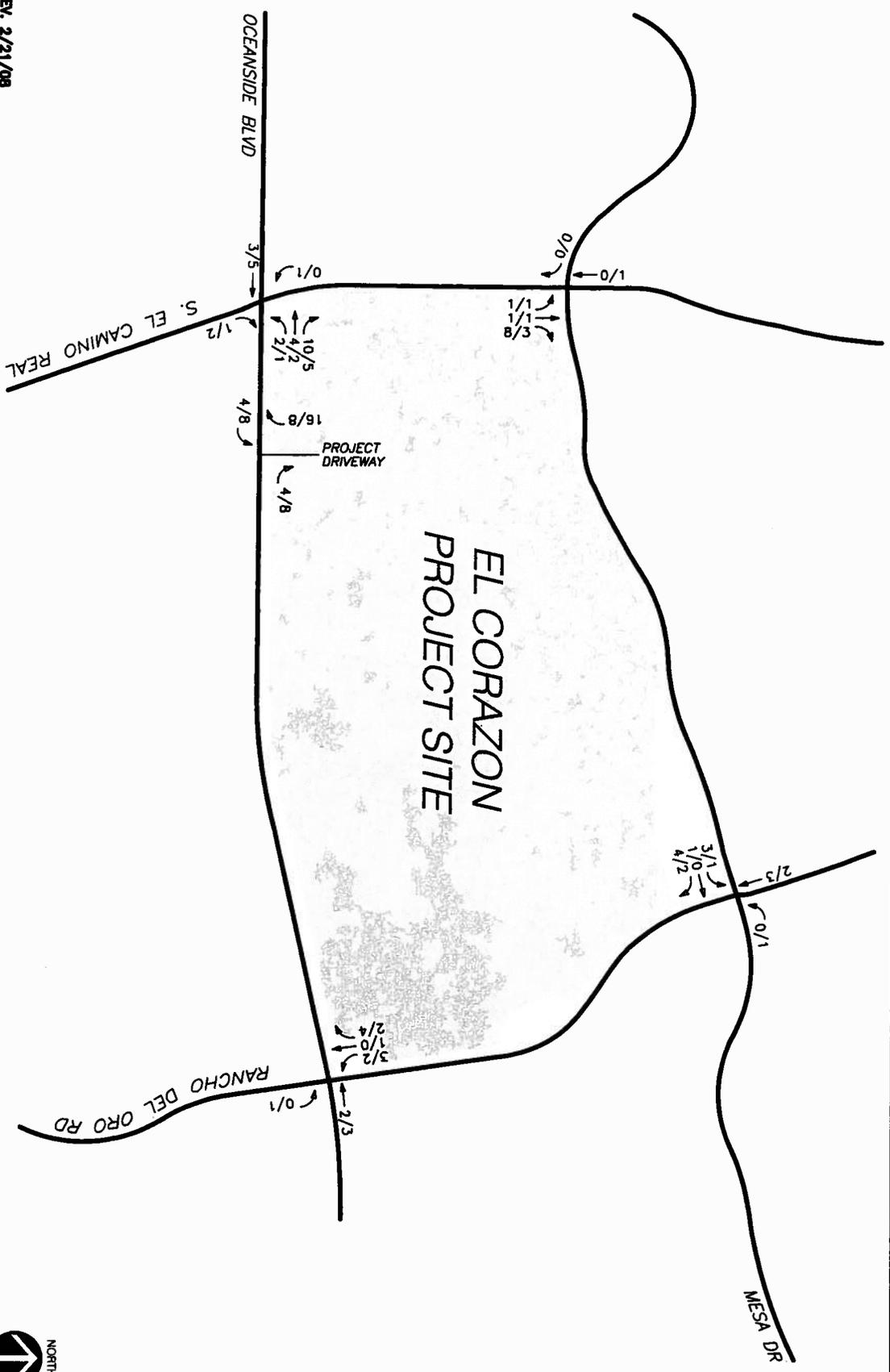
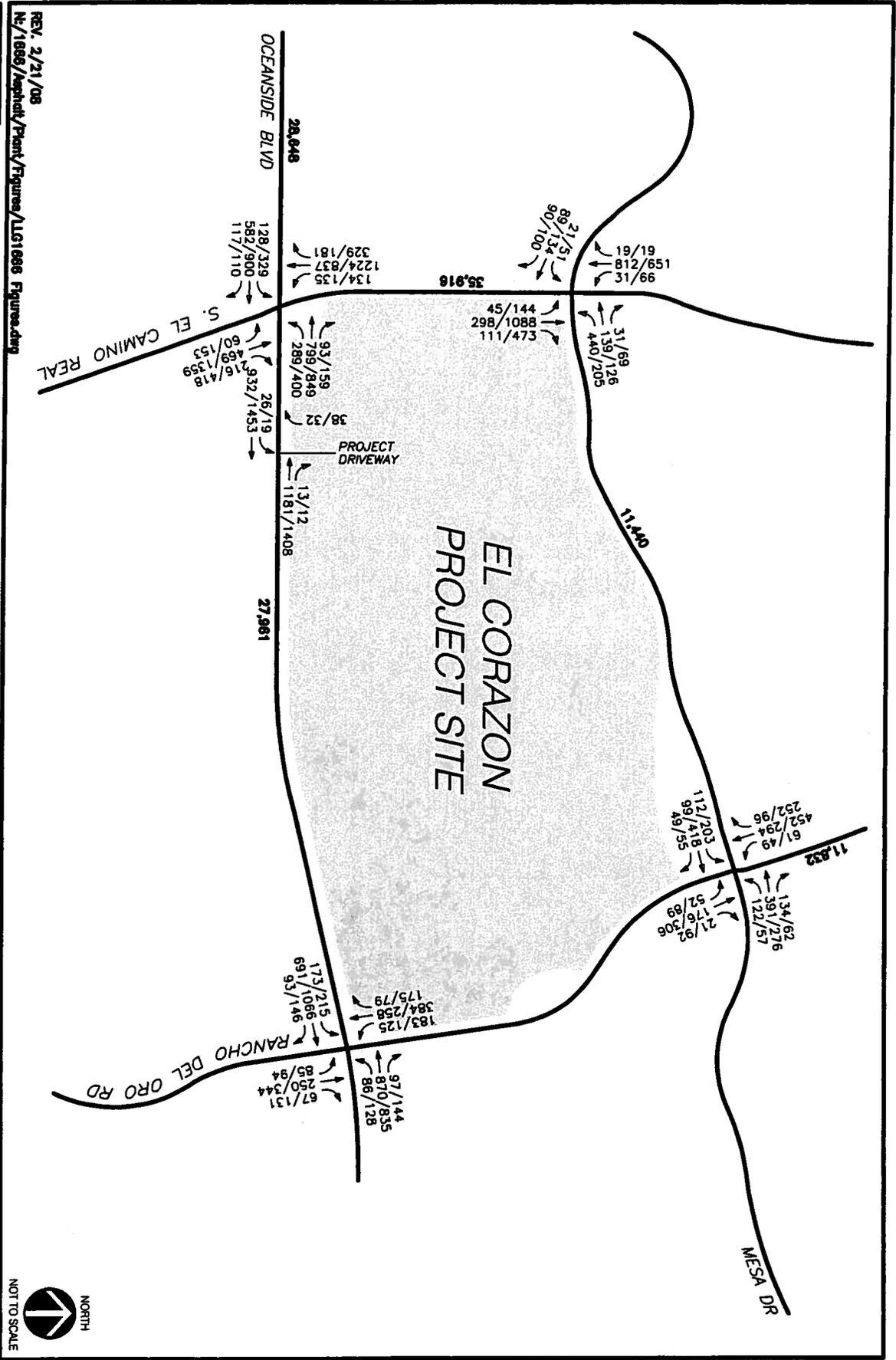


Figure 7-2

Project Traffic Assignment (AM/PM & ADT)

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Existing + Project Traffic Volumes (AM/PM & ADT)

EL CORAZON ASPHALT BATCH PLANT

8.0 ANALYSIS OF EXISTING + PROJECT SCENARIO

8.1 Intersection Analysis

Table 8-1 summarizes the existing + project intersections level of service. As seen in Table 8-1, with the addition of project traffic, all intersections are calculated to operate at LOS D or better during both the AM and PM peak hours.

Appendix D contains the existing + project intersection analysis worksheets.

8.1.1 Segment Analysis

Table 8-2 summarizes the existing + project roadway segment operations. As seen in Table 8-2, the study area segments are calculated to continue to operate at LOS C or better.

**TABLE 8-1
EXISTING + PROJECT INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing		Existing + Project	
			Delay ^a	LOS ^b	Delay ^a	LOS ^b
1. Mesa Drive/ El Camino Real	Signal	AM	28.4	C	28.4	C
		PM	25.6	C	25.6	C
2. Mesa Drive/ Rancho del Oro	Signal	AM	29.4	C	29.5	C
		PM	30.3	C	30.3	C
3. Oceanside Boulevard/ El Camino Real	Signal	AM	31.6	C	31.7	C
		PM	37.2	D	37.4	D
4. Oceanside Boulevard/ Rancho del Oro	Signal	AM	29.3	C	29.3	C
		PM	27.2	C	27.2	C

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

SIGNALIZED	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

**TABLE 8-2
EXISTING + PROJECT SEGMENT OPERATIONS**

Segment	LOS E Capacity ^a	Existing			Existing + Project			V/C Δ
		Volume ^b	LOS ^c	V/C ^d	Volume ^b	LOS ^c	V/C ^d	
Mesa Drive El Camino Real to Rancho Del Oro Dr	25,000	11,400	A	0.456	11,440	A	0.458	0.002
Oceanside Boulevard Foussat Rd to El Camino Real	40,000	28,600	C	0.715	28,648	C	0.716	0.001
El Camino Real to Rancho Del Oro Rd	60,000	27,900	A	0.465	27,961	A	0.466	0.001
El Camino Real Oceanside Blvd to Fire Mountain Dr	60,000	35,900	A	0.598	35,916	A	0.599	0.001
Rancho Del Oro Road SR 76 to Mesa Dr	40,000	11,800	A	0.295	11,832	A	0.296	0.001

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic (ADT) rounded to the nearest 10.
- c. Level of Service.
- d. Volume to Capacity ratio.

9.0 CUMULATIVE PROJECTS

There are other planned projects in the areas adjacent to the project site that will add traffic to the roadways surrounding the project site. Based on research conducted at the City of Oceanside, discussions with the City Staff, and data collected from other developments, a list of twenty six cumulative projects were identified for inclusion in the near term analysis. The following is a brief description of each of the cumulative projects included in this analysis:

1. El Corazon will consist on the redevelop of 465-acre City-owned property near the geographic center of Oceanside. The project will be built in six different phases containing the following mixture of land uses: natural open space (150 acres), park areas (160 acres), native open space greenbelt (46 acres), community public use (6 acres), Senior Citizen Center (6 acres), recreation center (6 acres), green waste facility (16 acres), trails and pathways (9 miles), infrastructure/other (20 acres), and commercial uses (55 acres). The entire project is calculated to produce 34,604 ADT with 1,196 trips (704 inbound and 492 outbound trips) in the AM weekday peak hour and 3,570 trips (1,796 inbound and 1,774 outbound trips) in the PM weekday peak hour. However, only a portion of the project, which is estimated to be constructed by Year 2010 was included in the near term list. The traffic volumes for this cumulative project were obtained from the "El Corazon Traffic Impact Analysis", conducted by LLG in January 2008.

2 Douglas Mission Retail will consist of a total of three concrete slabs on grade single story retail buildings, each approximately 4,000-6,000 square feet, with a total project gross lease able area of approximately 15,486 square feet. The project will be constructed on two vacant lots located on the west side of Douglas Drive between Mission Avenue and the Route 76 Expressway. The total project is calculated to generate approximately 619 ADT with 19 trips during the AM peak hour (11 inbound / 8 outbound) and 56 trips during the PM peak hour (28 inbound / 28 outbound). The traffic volumes for this cumulative project were obtained from the "Douglas Mission Retail Traffic Impact Analysis", conducted by LLG in October 2005.

3. Ventana is a twenty (20) condominium units and 3 single-family residential dwelling units development in the City of Oceanside. The proposed project is located near the intersection of Crouch Street and Canyon Drive on the west side of Crouch Street and north of Canyon Drive. This project is calculated to generate 174 ADT with 3 inbound and 10 outbound trips during the AM peak hour and 12 inbound and 5 outbound trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the "Ventana Traffic Impact Analysis", conducted by LLG in September 2005.

4. Mesa Ridge Condominium is a residential development located on the north side of Mesa Drive, midway between Foussat Road and El Camino Real, in the City of Oceanside. The development includes 67 condominium units. This project is calculated to generate 536 ADT per day with 43 trips occurring during the AM peak hour and 54 trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the "Mesa Ridge Condominium Traffic Impact Analysis", conducted by RBF Consulting in May 2005.

5. Oceanpointe Development is a multi-family development located in the City of Oceanside. The development includes a maximum of 200 dwelling units in three groups on a vacant lot of approximately 36 acres. The project is located midway between Stage Coach Road and San Ramon Drive, south of State Route 76. This project is calculated to generate 1600 ADT per day with 128 trips occurring during the AM peak hour (26 inbound / 102 outbound) and 160 trips during the PM peak hour (112 inbound / 48 outbound). The traffic volumes for this cumulative project were obtained from the "Oceanpointe Multi-Family Development Traffic Impact Analysis", conducted by LOS Engineering in March 2005.

6. Vista Way Medical Office Building is anticipated to consist of 27,200 square feet of medical office space. The project is located on Vista Way between College Boulevard and Thunder Drive. This project is calculated to generate 1,360 ADT with 82 trips during the AM peak hour (65 inbound and 17 outbound) and 150 trips during the PM peak hour (45 inbound and 105 outbound). The traffic volumes for this cumulative project were obtained from the "Vista Way Office Building Traffic Impact Analysis", conducted by Kimley-Horn and Associates, Inc in October 2005.

7. Ocean Terrace Professional Center consists of 81,000 square feet of medical office space and 20,000 square feet of general office space. The project is located on the southeast corner of Vista Way and Rancho del Oro Drive in the City of Oceanside. The project is calculated to generate 4,444 ADT with 299 trips during the AM peak hour and 497 trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the "Ocean Terrace Professional Center Traffic Impact Analysis", conducted by RBF Consulting in November 2005.

8. APN: 165-013-07 is a specialty retail and Starbucks project located west of El Camino Real and north of Vista Way. The proposed project encompasses two commercial units consisting of a total of 14,100 square feet. The project is calculated to generate 989 ADT with 70 trips during the AM peak hour and 75 trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the "APN: 165-013-07 Traffic Assessment Report", conducted by Ali Shahzad Consulting in November 2006.

9. Ambulatory Care Facility is a 25,000 square feet facility of medical office space and a 15,000 square feet outpatient surgery center. The project is located west of the Tri-City Medical Center along Waring Road near the northern project boundary. This facility is calculated to generate 1629 ADT with 105 trips during the AM peak hour and 176 trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the "Ambulatory Care Facility Traffic Impact Analysis Report", conducted by RBF Consulting in September 2006.

10. El Camino Real Commercial Office consists of 20,000 square feet of office space located on the east side of Camino Real south of Fire Mountain Drive in the City of Oceanside. The project is calculated to generate 400 ADT with 56 trips during the AM peak hour and 52 trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the "El Camino Real Commercial Office Traffic Impact Analysis Report", conducted by RBF Consulting in September 2006.

- 11. Terraza at Rancho del Oro** is a condominium/townhouse development with a maximum of 339 dwelling units located on Old Grove Road and College Boulevard. The proposed development would generate 2,712 ADT with 217 trips during the AM peak hour and 271 trips during the PM peak hour. The traffic volumes for this cumulative project were obtained from the "Terraza at Rancho del Oro Traffic Impact Analysis", conducted by Kimley-Horn and Associates, Inc in December 2005.
- 12. Robertson's Concrete Manufacturing Plant** is a new concrete manufacturing plant, which will replace an existing industrial business. The proposed plant will process an average of 750 cubic yards of concrete per day. The total project is calculated to generate 518 ADT with 32 trips during the AM peak hour (16 inbound and 16 outbound) and 11 trips during the PM peak hour (6 inbound and 5 outbound). The traffic volumes for this cumulative project were obtained from the "Robertson's Concrete Manufacturing Plant Traffic Impact Analysis", conducted by LOS Engineering in May 2006.
- 13. Seagate Corporate Center** based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 4,697 ADT with 652 trips during the AM peak hour (575 inbound and 77 outbound) and 620 during the PM peak hour (139 inbound and 481 outbound).
- 14. Prescott Industrial** based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 4,180 ADT with 462 trips during the AM peak hour (412 inbound and 50 outbound) and 489 during the PM peak hour (99 inbound and 489 outbound).
- 15. St. Margaret's Church** based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 303 ADT with 15 trips during the AM peak hour (9 inbound and 6 outbound) and 24 during the PM peak hour (11 inbound and 13 outbound).
- 16. Monarch del Oro (Piazza del Oro)** based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005; the project would generate 2,461 ADT with 195 trips during the AM peak hour (74 inbound and 121 outbound) and 248 during the PM peak hour (148 inbound and 100 outbound).
- 17. Oceanside Marketplace** based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 2,101 ADT with 113 trips during the AM peak hour (77 inbound and 36 outbound) and 191 during the PM peak hour (96 inbound and 95 outbound).
- 18. Morro Hills** based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, is 75% built out. The project would generate 3,480 ADT with 278 trips during the AM peak hour (84 inbound and 194 outbound) and 1,255 during the PM peak hour (855 inbound and 400 outbound).

19. Ocean Ranch based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 21,810 ADT with 2,411 trips during the AM peak hour (2,153 inbound and 258 outbound) and 2,554 during the PM peak hour (517 inbound and 20,37 outbound). Approximately 70% of the project is already build.

20. Hi Hope Ranch based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 1,000 ADT with 80 trips during the AM peak hour (24 inbound and 56 outbound) and 100 during the PM peak hour (70 inbound and 30 outbound).

21. VUSD Magnet High Schools based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 3,600 ADT with 864 trips during the AM peak hour (605 inbound and 259 outbound) and 432 during the PM peak hour (130 inbound and 302 outbound).

22. Murray Bridge School based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 3,120 ADT with 930 trips during the AM peak hour (560 inbound and 370 outbound) and 280 during the PM peak hour (110 inbound and 170 outbound).

23. Murray Bridge Park based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 800 ADT with 32 trips during the AM peak hour (16 inbound and 16 outbound) and 96 during the PM peak hour (48 inbound and 48 outbound).

24. Wilmont Ranch based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 395 ADT with 32 trips during the AM peak hour (9 inbound and 22 outbound) and 40 during the PM peak hour (28 inbound and 12 outbound). Approximately 85% of the project is already built.

25. NTCD/Specialty Retail/Condo/Transit based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 1,838 ADT with 123 trips during the AM peak hour (42 inbound and 81 outbound) and 170 during the PM peak hour (103 inbound and 67 outbound).

26. Pacific Coast Business Park based on the Terraza at Rancho del Oro report, prepared by Kimley-Horn and Associates, Inc. on December 2005, the project would generate 16,800 ADT with 2,088 trips during the AM peak hour (1,877 inbound and 211 outbound) and 2,096 during the PM peak hour (417 inbound and 1,679 outbound).

10.0 ANALYSIS OF NEAR TERM SCENARIOS

10.1 Near Term without Project Forecasted Volumes

In order to forecast future traffic volumes for near term scenario traffic generated by the cumulative projects identified in the previous section and the regional growth estimated in North County Model runs were utilized. *Figure 10-1* illustrates forecasted near term without project traffic volumes and *Figure 10-2* illustrates forecasted near term with project traffic volumes.

10.2 Near Term without Project Traffic Analysis

10.2.1 Intersection Analysis

Table 10-1 summarizes near term intersections level of service. As seen in *Table 10-1*, all the intersections are calculated to operate at LOS D or better.

Appendix *E* contains near term intersection analysis worksheets.

10.2.2 Segment Analysis

Table 10-2 summarizes near term roadway segment operations. As seen in *Table 10-2*, the study area segments are calculated to operate at LOS C or better except for the following:

- Oceanside Boulevard: Foussat Rd to El Camino Real (LOS D)

10.3 Near term With Project Traffic Analysis

10.3.1 Intersection Analysis

Table 10-1 summarizes near term intersections level of service. As seen in *Table 10-1*, with the addition of project traffic, all the intersections are calculated to continue to operate at LOS D or better.

Appendix *E* contains near term intersection analysis worksheets.

10.3.2 Segment Analysis

Table 10-2 summarizes near term roadway segment operations. As seen in *Table 10-2*, the study area segments are calculated to continue to operate at LOS C or better except for the following:

- Oceanside Boulevard: Foussat Rd to El Camino Real (LOS D)

**TABLE 10-1
NEAR TERM INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Near term without Project		Near term with Project	
			Delay ^a	LOS ^b	Delay ^a	LOS ^b
1. Mesa Drive/ El Camino Real	Signal	AM	29.6	C	29.6	C
		PM	51.2	D	51.3	D
2. Mesa Drive/ Rancho del Oro	Signal	AM	36.3	D	36.4	D
		PM	35.9	D	36.0	D
3. Oceanside Boulevard/ El Camino Real	Signal	AM	42.0	D	42.2	D
		PM	54.7	D	54.9	D
4. Oceanside Boulevard/ Rancho del Oro	Signal	AM	34.6	C	34.7	C
		PM	38.5	D	38.5	D

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

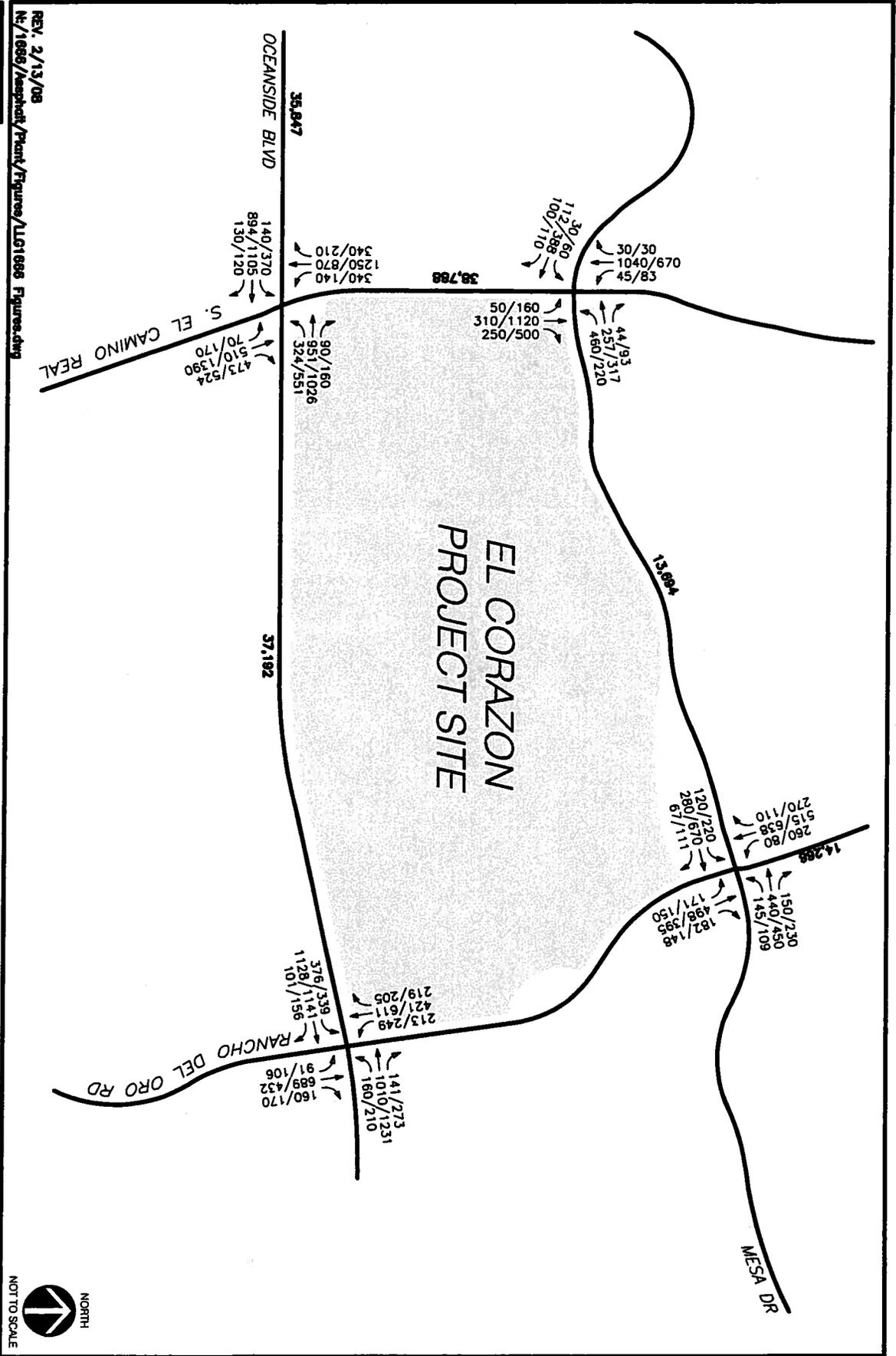
SIGNALIZED	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

**TABLE 10-2
NEAR TERM SEGMENT OPERATIONS**

Segment	LOS E Capacity ^a	Near term without Project			Near term with Project			V/C Δ
		Volume ^b	LOS ^c	V/C ^d	Volume ^b	LOS ^c	V/C ^d	
Mesa Drive El Camino Real to Rancho Del Oro Dr	25,000	13,694	A	0.548	13,734	A	0.549	0.001
Oceanside Boulevard Foussat Rd to El Camino Real El Camino Real to Rancho Del Oro Rd	40,000	35,847	D	0.896	35,895	D	0.897	0.001
	60,000	37,192	B	0.620	37,253	B	0.621	0.001
El Camino Real Oceanside Blvd to Fire Mountain Dr	60,000	38,788	B	0.646	38,804	B	0.647	0.001
Rancho Del Oro Road SR 76 to Mesa Dr	40,000	14,266	A	0.357	14,298	A	0.357	0.000

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic (ADT) rounded to the nearest 10.
- c. Level of Service.
- d. Volume to Capacity ratio.



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LINSCOTT
 LAW &
 GREENSPAN
 engineers

Figure 10-1
Year 2010 Without Project Traffic Volumes

EL CORAZON ASPHALT BATCH PLANT

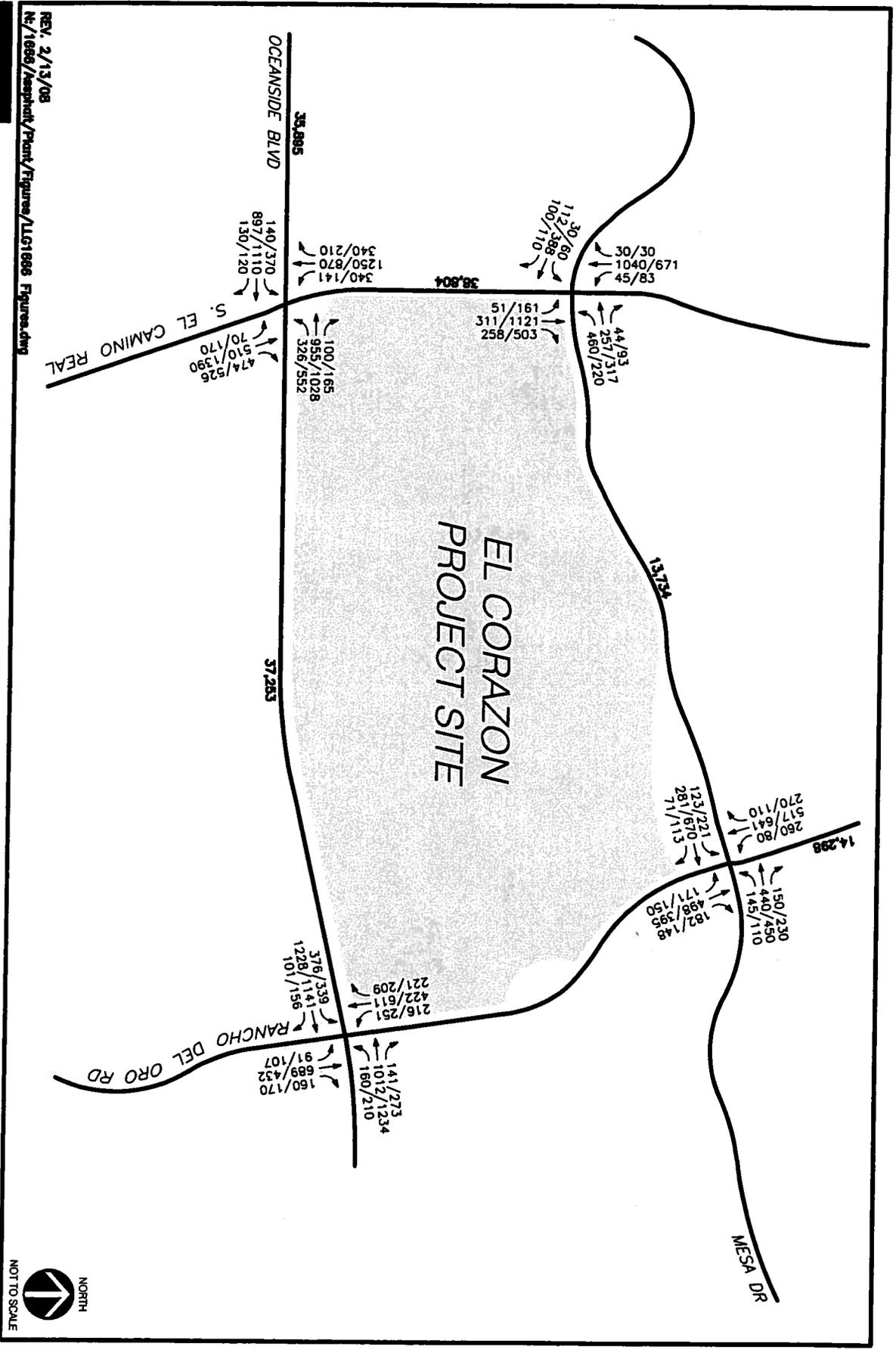


Figure 10-2
Year 2010 + Project Traffic Volumes

11.0 ACCESS AND OTHER ISSUES

Access to the project is provided via Oceanside Boulevard, west of the Oceanside Boulevard and El Camino Real intersection. Left turns from the project driveway onto Oceanside Boulevard driveway are currently prohibited, but inbound left-turns are allowed.

An eastbound left turn lane is currently provided on Oceanside Boulevard with an available storage of 200 feet. During both the AM and PM peak hour periods, a maximum of two (2) trucks were observed to be queued at the left turn pocket. Since the project results in a less than 50% increase traffic, no queuing issues are anticipated.

Figure 7-2 depicts the project access traffic volumes. Table 11-1 summarizes the total traffic intersection level of service for the project access point. As seen in Table 11-1, the access intersection is calculated to operate at LOS C or better during both the AM and PM peak hours.

Appendix F contains the intersection analysis worksheets.

**TABLE 11-1
ACCESS DRIVEWAY OPERATIONS**

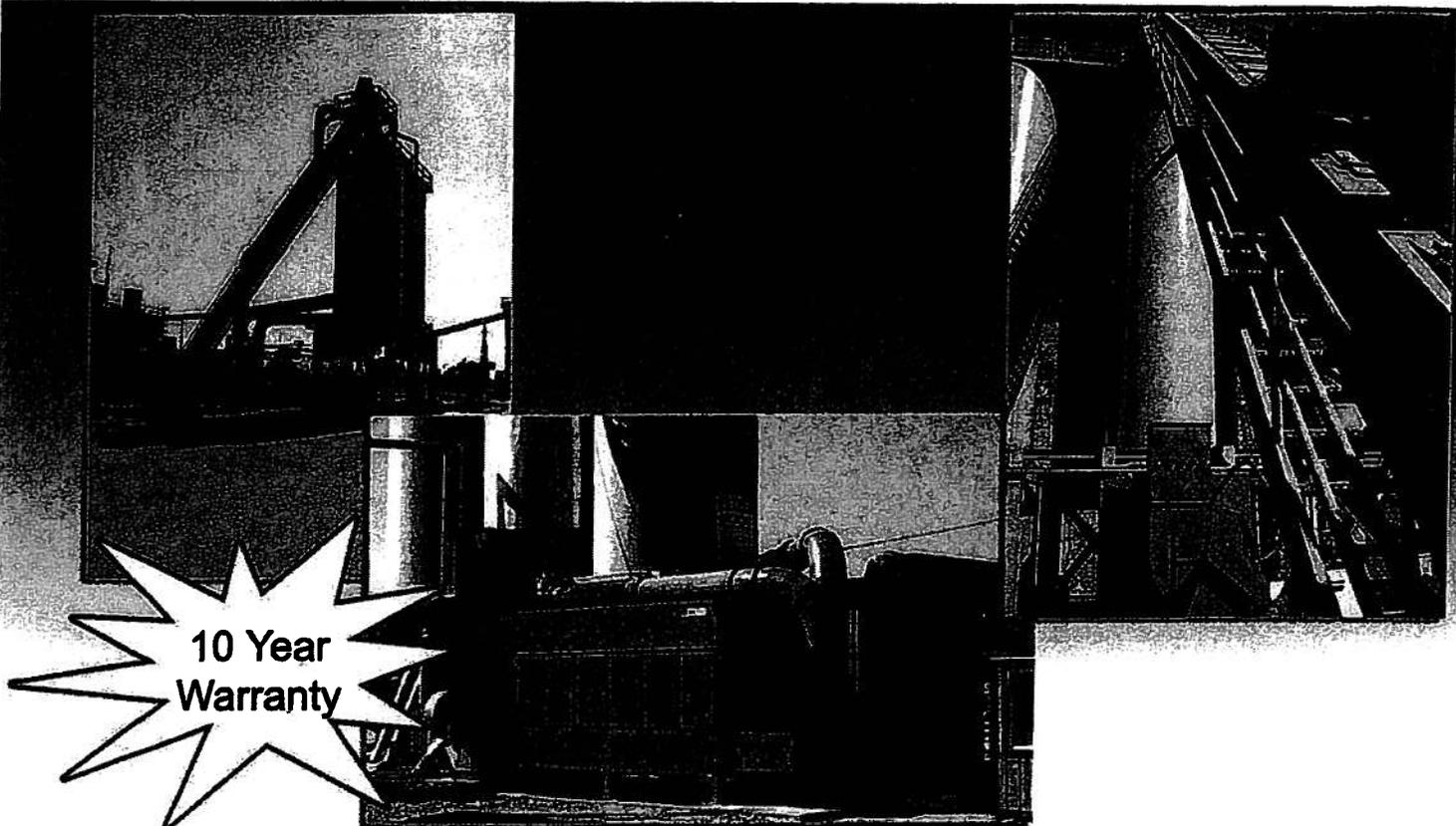
Intersection ^a	Peak Period	Existing		Existing + Project	
		Delay ^a	LOS ^b	Delay ^a	LOS ^b
Project Driveway/Oceanside Boulevard	AM	13.4 ^c	B	13.5 ^c	B
	PM	19.1 ^c	C	21.5 ^c	C

Footnotes:

- a. Delay – measured in seconds.
- b. LOS – Level of Service.
- c. Southbound movement was reported. The left Southbound movement is less than the reported delay

12.0 CONCLUSION

Based on the City of Oceanside significance criteria and the analysis, no significant capacity related traffic impacts were calculated due to the project traffic. Therefore, mitigations measures are not necessary.



10 Year
Warranty

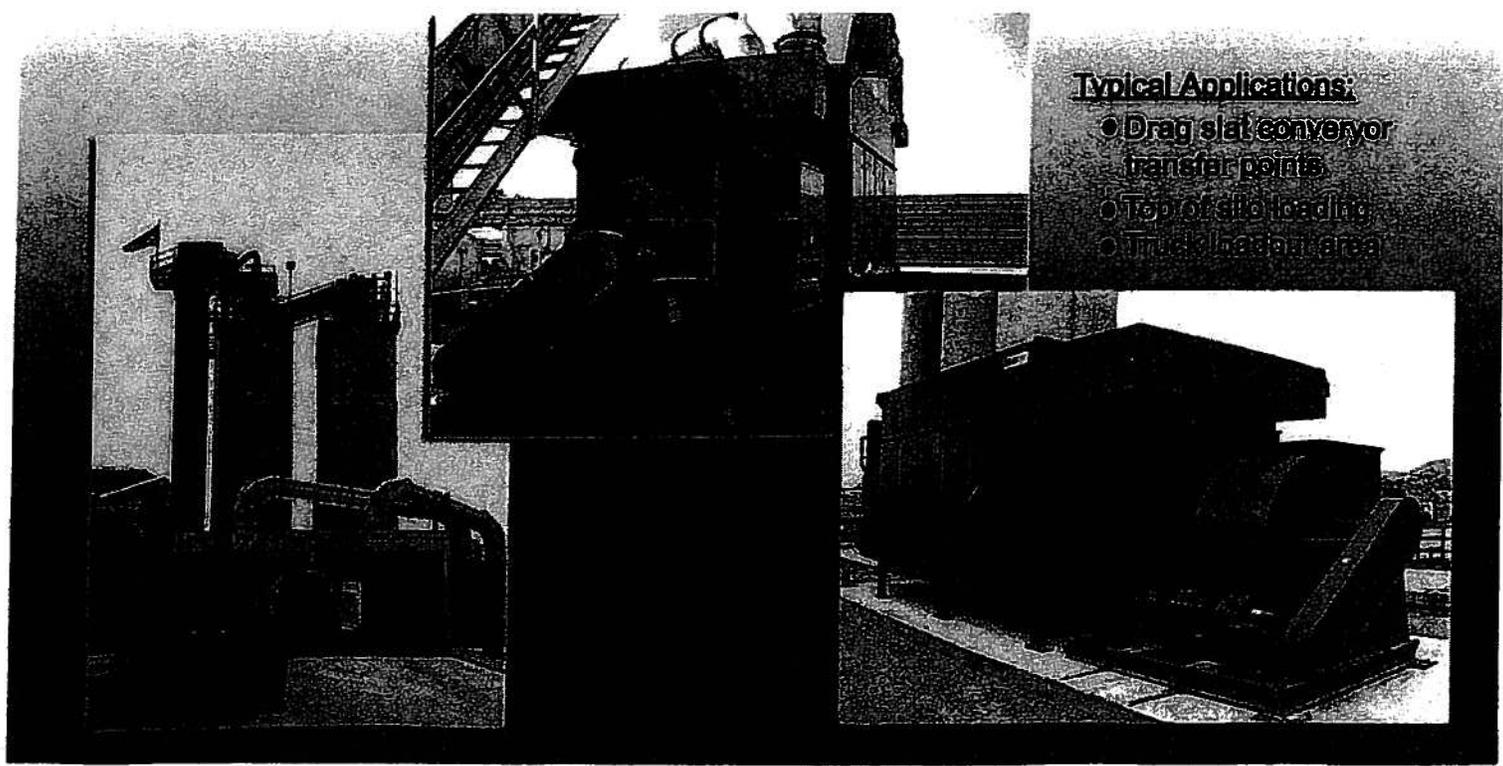
Pollution Control Systems for the Hot Mix Asphalt Industry

Blue Smoke Control®

Blue Smoke Control® is a division of Butler-Justice Inc.

Typical Applications:

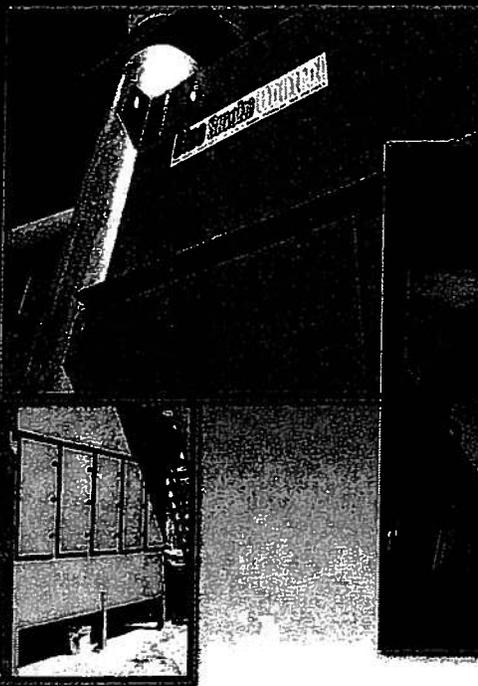
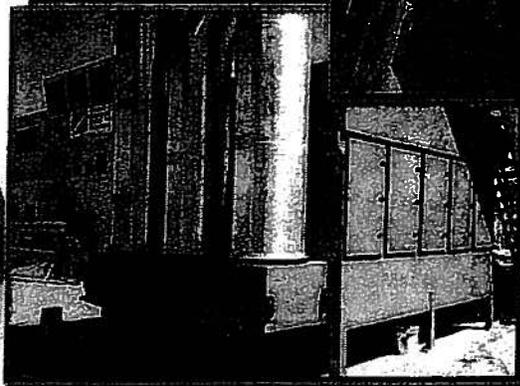
- Drag slat conveyor transfer points
- Top of silo loading
- Truck loading area





Blue Smoke Control.

Butler-Justice has been designing blue smoke control systems for the hot mix asphalt industry for several years. Blue smoke is actually tiny oil droplets that make up the blue haze that is typically associated with paving as well as the production of hot mix asphalt. It's the blue haze that carries much of the characteristic asphalt odor. Air pollution control agencies are becoming more concerned with blue smoke, especially as RAP, rubberized asphalt and polymer blends are more routinely specified. These specialty mixes are often known to produce an increased amount of blue smoke. More blue smoke means a greater number of neighborhood complaints for visible emissions and odor, all of which results in more frequent inspections and a higher potential for being "written up" by the air pollution cops.

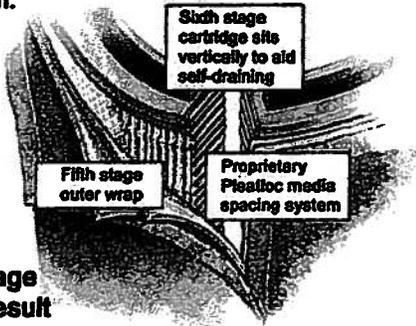


Six Stages of Filtration

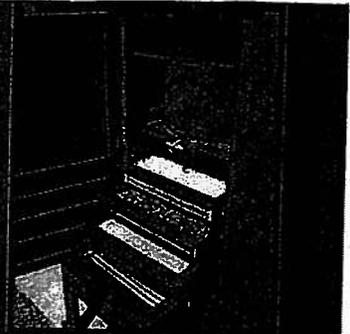
The Blue Smoke Control Filter Cartridge Collects Blue Smoke Like Nothing Else

The Blue Smoke Control filter cartridge is made from a proprietary filter media developed exclusively for collecting oil mist. This media, combined with a special outer wrap, allows the filter cartridge to drain and prevents the collected liquid from entering the clean air stream.

In addition, Blue Smoke Control filter cartridges sit vertically inside the collector, allowing gravity to aid the drainage process. The result is more complete capturing of the oil droplets, easier maintenance and higher filtration efficiency.

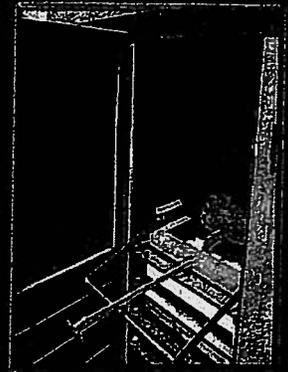


All six stages of filters are readily accessible through the filter access doors. Filters are installed two deep behind each door.

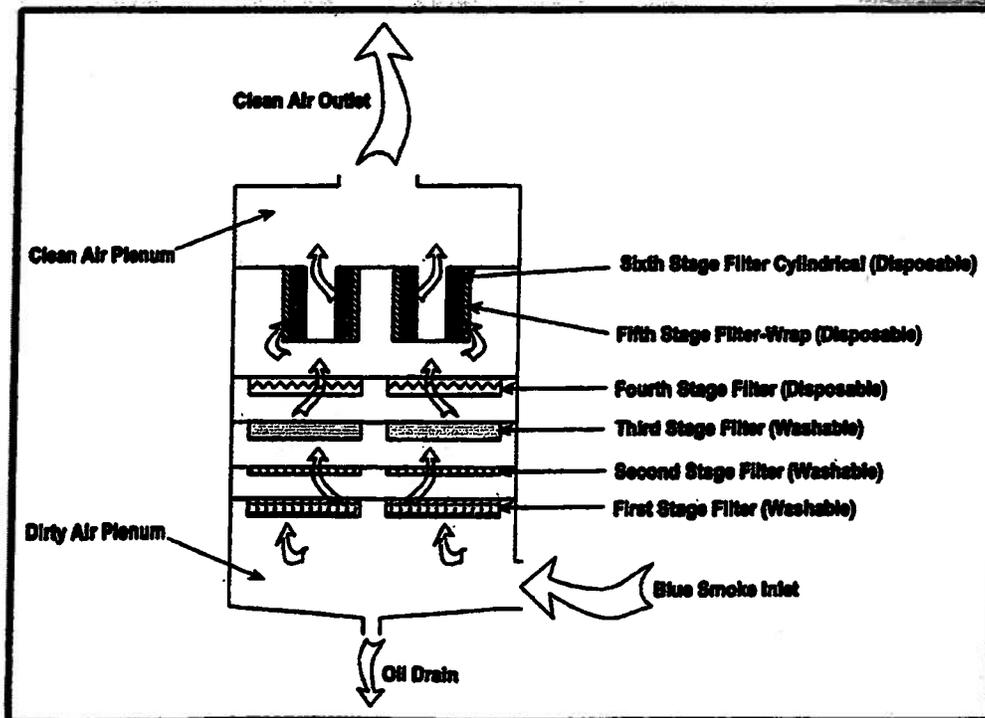


The filter removal handle, illustrated here with the first stage filter partially removed, enables access to the back filter without reaching deep into the collector.

The fifth and sixth stage filters are also accessible without reaching deep into the collector. The filter removal handle enables the rear filter to be pulled out to the access opening for service.



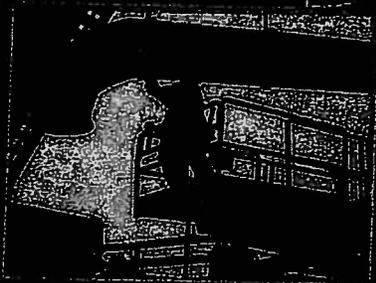
Blue Smoke Control®



The Blue Smoke Control collector utilizes the principal of vertical air flow or "up flow". Up flow enables the collected oil to drip down into the dirty air plenum thus preventing the collected liquid from entering the clean air stream. And, allowing gravity to aid the drainage process results in more efficient collection, longer filter life, and easier maintenance.



Blue Smoke Control[®]



Represented by:



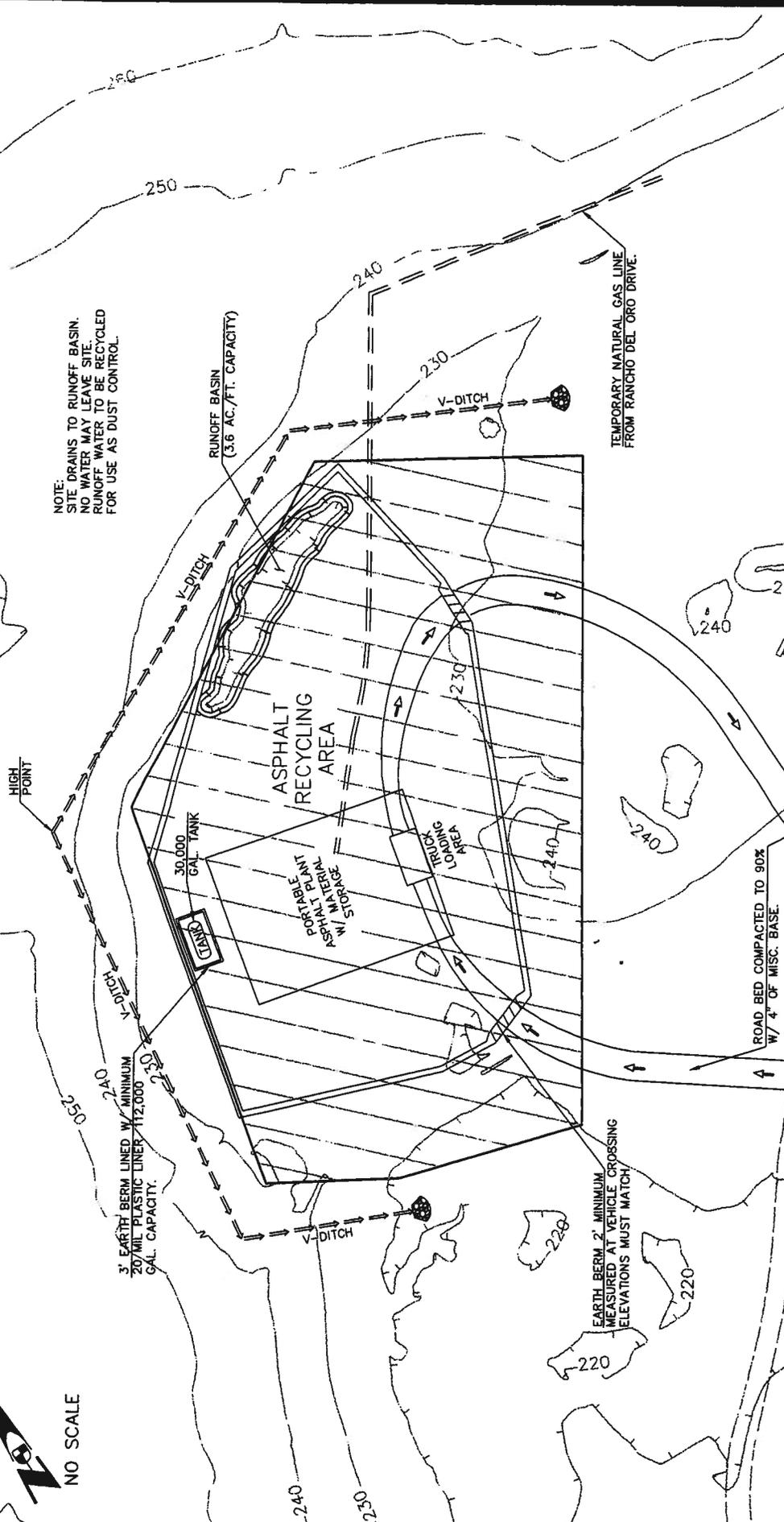
Blue Smoke Control is a division of



Butler-Justice

4155 Outer Traffic Circle Long Beach, California 90804-2111
562.498.0661 Fax 562.498.0651

EROSION CONTROL EXHIBIT



NOTE:
 SITE DRAINS TO RUNOFF BASIN.
 NO WATER MAY LEAVE SITE.
 RUNOFF WATER TO BE RECYCLED
 FOR USE AS DUST CONTROL.

RUNOFF BASIN
 (3.6 AC./FT. CAPACITY)

TEMPORARY NATURAL GAS LINE
 FROM RANCHO DEL ORO DRIVE.

HIGH POINT

NO SCALE

3' EARTH BERM LINED W/ MINIMUM
 20' W/ PLASTIC LINER - 112,000
 GAL. CAPACITY.

PORTABLE PLANT
 ASPHALT MATERIAL
 W/ STORAGE

TRUCK
 LOADING
 AREA

EARTH BERM 2' MINIMUM
 MEASURED AT VEHICLE CROSSING
 ELEVATIONS MUST MATCH

ROAD BED COMPACTED TO 90%
 W/ 4" OF MISC. BASE.

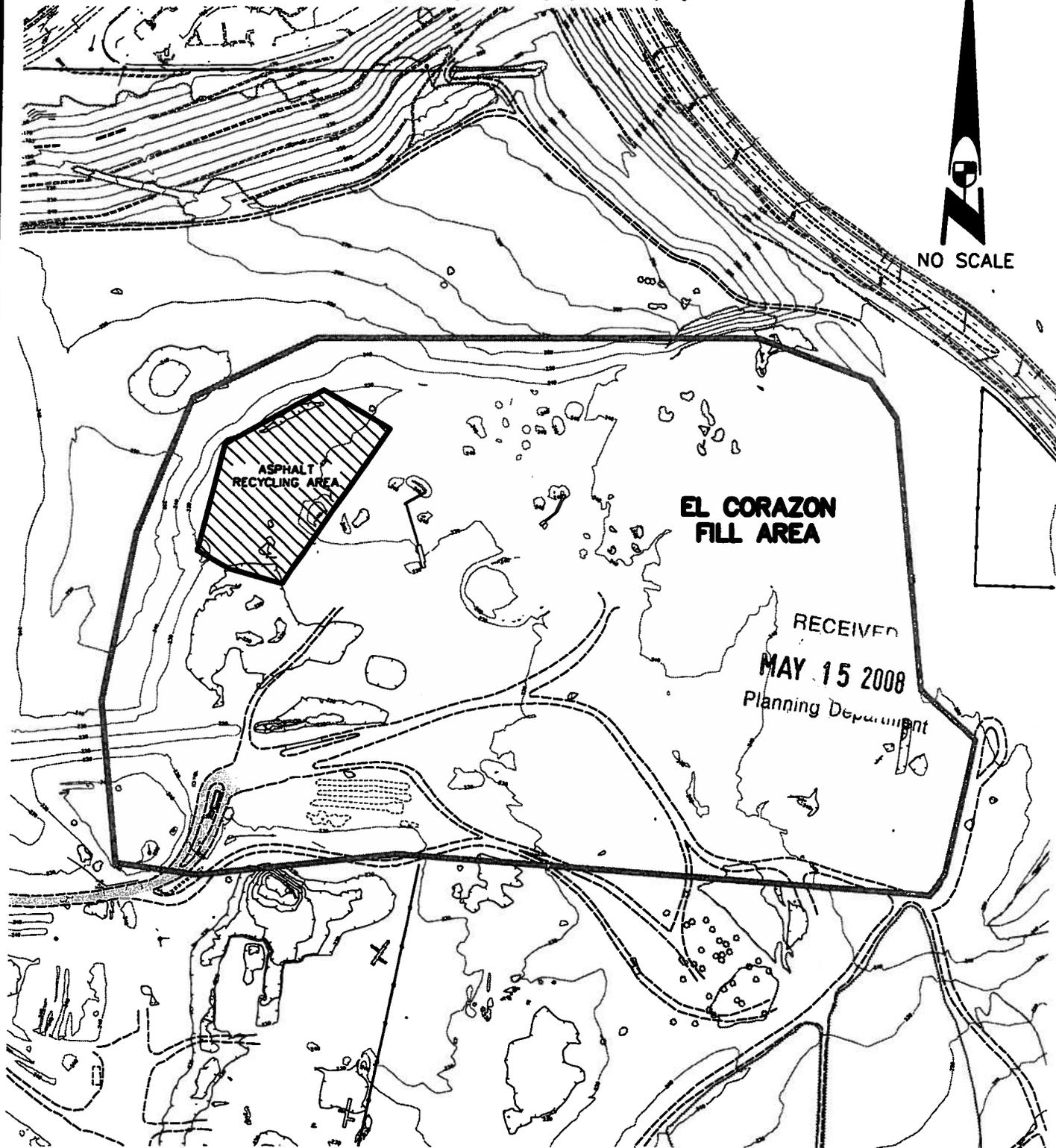
CITY OF OCEANSIDE
ASPHALT RECYCLING AREA EROSION CONTROL
DATE: JUNE 17, 2008
SHEET 1 OF 1

Right-Of-Way Engineering Services, Inc.
 Land Surveying
 4187 Avenida de la Plata Ste. 114 · Oceanside, CA 92056
 (760) 732-1366 FAX (760) 732-1387

EXHIBIT "A"



NO SCALE



CITY OF OCEANSIDE

EL CORAZON FILL AREA

Right-Of-Way Engineering Services, Inc.
Land Surveying
4167 Avenida de la Plata Ste. 114 · Oceanside, CA 92056
(760) 732-1366 FAX (760) 732-1367

DATE: NOVEMBER 7, 2007

SHEET 1 OF 1

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PLANNING COMMISSION
RESOLUTION NO. 2008-P74

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA APPROVING A MITIGATED NEGATIVE DECLARATION ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO: C-24-08
APPLICANT: Mobile Asphalt Plant
LOCATION: Within the northern portion of the El Corazon Site, north east of the intersection of Oceanside Boulevard and El Camino Real

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

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

WHEREAS, the Planning Commission, after giving the required notice, did on the 15th day of December, 2008 conduct a duly advertised public hearing on the content of the Mitigated Negative Declaration and Mitigation and monitoring and reporting program; and

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

FINDINGS:

For the Mitigated Negative Declaration:

1. The Mitigated Negative Declaration and Initial Study were completed in compliance with the provisions of the California Environmental Quality Act (CEQA).
2. 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.
3. The new mitigation measures are equivalent or more effective in mitigation or avoiding potential significant effects than the proposed draft mitigation measures and would not cause any potentially significant effect on the environment.
4. The Mitigated Negative Declaration and Mitigation and Monitoring and Reporting Program (M.M.R.P.) have been determined to be accurate and adequate documents,

1 which reflect the independent judgment and analysis of the Planning Commission. On
2 the basis of the entire record before it, the Planning Commission finds that there is no
3 substantial evidence that the project, with implementation of the mitigation measures
4 proposed, will have a significant impact on the environment.

5 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby
6 approve the Mitigated Negative Declaration and adopt the mitigation measures provided therein
7 subject to the following conditions:

8 **Mitigation and monitoring and reporting program:**

- 9 1. A qualified biologist shall conduct a training session for all project personnel prior to
10 any operational activities. At a minimum the training shall include a description of the
11 target species of concern, its habitats, the general provisions of the Endangered Species
12 Act and the MHCP, the need to adhere to the provision of the Act and the MHCP, the
13 penalties associated with violating the provisions of the Act, the general measures that
14 are being implemented to conserve the target species of concern as they relate to the
15 project, any provisions for wildlife movement, and the access routes to and project site
16 boundaries within which the project activities must be accomplished.
- 17 2. A series of three California gnatcatcher surveys shall be conducted during the months of
18 April, May, and June to detect the presence/absence of this species. If any nesting
19 species are detected within 500 feet of the mobile plant operations, work shall be halted
20 until breeding activities desist.
- 21 3. Placement of equipment and personnel within environmentally sensitive habitat areas
22 stream channels or on sand and gravel bars, banks and adjacent upland habitats used by
23 target species of concern (California gnatcatchers and Least Bell's Vireo) shall be
24 avoided. Activities that cannot be conducted without placing equipment or personnel in
25 sensitive habitats shall be timed to avoid the breeding season of the target species of
26 concern.
- 27 4. Equipment storage, fueling and staging areas shall be located to minimize risks of direct
28 drainage into riparian areas or other environmentally sensitive habitats. These
29 designated areas shall be located in such a manner as to prevent runoff from entering
sensitive habitats. All necessary precautions shall be taken to prevent the release of

1 cement or other toxic substances into surface waters. All project related spills of
2 hazardous materials shall be reported to appropriate entities including but not limited to
3 the City of Oceanside, FWS, and CDFG, SWQCB and shall be cleaned up immediately
4 and contaminated soils removed to approved disposal areas.

5 5. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or
6 other similar debris material shall not be stockpiled within the stream channel or on its
7 banks.

8 6. Stockpiling of materials and other aspects of construction staging shall be limited to
9 disturbed areas without native vegetation, areas to be impacted by project development
10 or in non-sensitive habitats.

11 7. "No-fueling zones" shall be established within a minimum of 10 meters (33 feet) from
12 all drainages and fire sensitive areas.

13 8. Artificial lighting adjacent to the Garrison Creek shall be eliminated except where
14 essential for roadway, facility use and safety and security purposes. Where use of
15 artificial lighting is necessary it shall be limited to low-pressure sodium sources. Use of
16 low voltage outdoor lighting, spotlights or bug lights is prohibited. All light sources
17 shall be shielded so that lighting is focused downward to restrict any light spillover onto
18 sensitive habitat.

19 9. The removal of native vegetation shall be avoided and minimized to the maximum
20 extent practicable. Temporary impacts shall be returned to pre-existing contours and
21 revegetated with appropriate native species. All revegetation plans shall be prepared
22 and implemented consistent with the revegetation Guidelines of the Final MHCP Plan –
23 Volume II and shall require written concurrence of the FWS and CDFG.

24 10. To avoid attracting predators of the target species of concern, the project site shall be
25 kept clean of debris as possible. All food related trash items shall be enclosed in sealed
26 containers and regularly removed from the site. Pets of project personnel shall not be
27 allowed on-site where they may come in contact with any listed species.

28 11. Employees shall strictly limit their activities, vehicles, equipment, and construction
29 materials to the proposed footprint and designated staging areas and routes of travel.
The operational area(s) shall be the minimal area necessary to implement the project.

1 All employees shall be instructed that their activities are restricted to the operational
2 areas.

3 12. Any habitat destroyed that is not in the identified project footprint shall be disclosed
4 immediately to the City of Oceanside, FWS and CDFG and shall be compensated at a
5 minimum ratio of 5:1.

6 13. If dead or injured listed species are located, initial notification must be made within
7 three working days, in writing to the Service's Division of Law Enforcement in
8 Torrance California and by telephone and in writing to the applicable jurisdiction,
9 Carlsbad Field Office of the FWS, and CDFG.

10 14. The City of Oceanside shall have the right to access and inspect any portion of the
11 project area for compliance with project conditions and BMPs.

12 PASSED AND ADOPTED Resolution No. 2008-P74 on December 15, 2008 by the following
13 vote, to wit:

14 AYES:

15 NAYS:

16 ABSENT:

17 ABSTAIN:

18
19 _____
20 Claudia Troisi, Chairperson
21 Oceanside Planning Commission

22 ATTEST:

23 _____
24 Jerry Hittleman, Secretary

25 I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that
26 this is a true and correct copy of Resolution No. 2008-P74.

27
28 Dated: December 15, 2008
29

1 PLANNING COMMISSION
2 RESOLUTION NO. 2008-P75

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

6 APPLICATION NO: C-24-08
7 APPLICANT: Mobile Asphalt Plant
8 LOCATION: Within the northern portion of the El Corazon Site, north east of the
intersection of Oceanside Boulevard and El Camino Real

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

11 WHEREAS, there was filed with this Commission a verified petition on the forms
12 prescribed by the Commission requesting a Conditional Use Permit under the provisions of Articles
13 24, 40, and 41 of the Zoning Ordinance of the City of Oceanside to permit the following:

14 to permit a 12,000-gallon above ground storage tank for an associated temporary asphalt
15 facility to operate for five years from the date of first production or June 1, 2014, whichever
16 is soonest, within the City reclamation property at El Corazon;
on certain real property described in the project description.

17 WHEREAS, the Planning Commission, after giving the required notice, did on the 15th day
18 of December, 2008 conduct a duly advertised public hearing as prescribed by law to consider said
19 application.

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

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

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

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<u>Description</u>	<u>Authority for Imposition</u>	<u>Current Estimate Fee or Calculation Formula</u>
Parkland Dedication/Fee	Ordinance No. 91-10 Resolution No. 06-R0334-1	\$3,503 per unit
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
School Facilities Mitigation Fee	Ordinance No. 91-34	\$.42 per square foot non-residential for Oceanside
Traffic Signal Fee	Ordinance No. 87-19 Resolution No. 06-R0334-1	\$15.71 per vehicle trip
Thoroughfare Fee	Ordinance No. 83-01 Resolution No. 06-R0334-1	\$255 per vehicle trip
Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 05-OR 0611-1	Non-residential is \$35,160 for a 2" meter
Wastewater System Buy-in fees	Oceanside City Code § 29.11.1 Resolution No. 87-97 Ordinance No. 05-OR 0610-1	Based on capacity or water meter size. Non-residential is \$48,280 for a 2" meter.
San Diego County Water Authority Capacity Fees	SDCWA Ordinance No. 2005-03	Based on meter size. Non-residential is \$22,495 for a 2" meter.

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

1 and the City expressly reserves the right to amend the fees and fee calculations consistent with
2 applicable law;

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

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

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

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

13 FINDINGS:

14 For the Conditional Use Permit:

- 15 1. That the proposed location of the 12,000-gallon above ground storage tank is in accord
16 with the objectives of the Zoning Ordinance and the purposes of the district in which the
17 site is located. The proposed 12,000-gallon above ground tank for the associated asphalt
18 use would be used on as-needed basis by the City of Oceanside Public Works
19 Department and local contractors, and the Industrial Planned Unit Development
20 designation allows for this type of industrial activities with approval of a Conditional
21 Use Permit. The 12,000-gallon above ground storage tank use is limited to five years
22 from the date of first production or June 1, 2014, whichever is soonest.
- 23 2. That the proposed location of the 12,000-gallon above ground tank for storage of asphalt
24 oil materials and the proposed conditions under which it would be operated or
25 maintained will be consistent with the General Plan; will not be detrimental to the public
26 health, safety, or welfare of persons residing or working in or adjacent to the
27 neighborhood of such use; and will not be detrimental to properties or improvements in
28 the vicinity or to the general welfare of the City. The 12,000-gallon above ground tank
would be thousands of feet from any abutting residential properties and developments,
and would not poise a negative impact, in terms of noise and odor to the community as
well as the City of Oceanside. The 12,000-gallon above ground storage tank use would

1 meet the (APCD) Air Pollution Control District regulations, as well as all local, state and
2 federal laws as specified in the description and Mitigated Negative Declaration for the
3 project.

- 4 3. That the proposed conditional use for the 12,000-gallon above ground storage tank will
5 comply with the provisions of the Zoning Ordinance, including any specific condition
6 required for the proposed conditional use in the district in which it would be located.
7 The 12,000-gallon above ground storage tank for the associated use of a temporary
8 asphalt facility would meet all development regulations as specified in the Zoning
9 Ordinance in terms of heights, setbacks, and permitted uses. The proposed Conditional
10 Use Permit for the 12,000-gallon above ground storage tank is subject to compliance
11 with the Mitigation Habitat Conservation Program and Mitigation and Monitoring
12 Requirements as specified in the Mitigated Negative Declaration.

13 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby
14 approve the Conditional Use Permit (C-24-08) subject to the following conditions:

15 **Building:**

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

- 1 7. Compliance with the Federal Clean Water Act (BMP's) must be demonstrated on the
2 plans.
- 3 8. A complete Soils Report, Structural Calculations, & Energy Calculations/documentation
4 will be required at time of plans submittal to the Building Division for plan check.
- 5 9. Separate/unique addresses will/may be required to facilitate utility releases. Verification
6 that the addresses have been properly assigned by the City's Planning Division must
7 accompany the Building Permit application.
- 8 10. The developer shall monitor, supervise and control all building construction and supporting
9 activities so as to prevent these activities from causing a public nuisance, including, but not
10 limited to, strict adherence to the following:
- 11 a) Building construction work hours shall be limited to between 7:00 a.m. and 6:00
12 p.m. Monday through Friday, and on Saturday from 7:00 a.m. to 6:00 p.m. for work
13 that is not inherently noise-producing. Examples of work not permitted on Saturday
14 are concrete and grout pours, roof nailing and activities of similar noise-producing
15 nature. No work shall be permitted on Sundays and Federal Holidays (New Year's
16 Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, and Christmas Day)
17 except as allowed for emergency work under the provisions of the Oceanside City
18 Code Chapter 38 (Noise Ordinance).
- 19 b) The construction site shall be kept reasonably free of construction debris as
20 specified in Section 13.17 of the Oceanside City Code. Storage of debris in
21 approved solid waste containers shall be considered compliance with this
22 requirement. Small amounts of construction debris may be stored on-site in a neat,
23 safe manner for short periods of time pending disposal.

22 **Engineering:**

- 23 11. All improvements shall be in accordance with standard plans, specifications of the City of
24 Oceanside and subject to approval by the City Engineer.
- 25 12. Drainage facilities shall adequately accommodate the local stormwater runoff and shall be
26 in accordance with the City's Engineers Manual and as directed by the City Engineer.
- 27 13. All necessary measures shall be taken and implemented to assure slope stability, erosion
28 control, and soil integrity. No grading shall occur until a detailed grading plan, to be

1 prepared in accordance with the Grading Ordinance and Zoning Ordinance, is approved by
2 the City Engineer.

3 14. This project shall provide year-round erosion control.

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

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

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

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

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

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

27 **Fire:**

28 17. Buildings shall meet Oceanside Fire Department's current codes at the time of building
permit application.

1 **Planning:**

- 2 18. This Conditional Use Permit shall expire five years from the date of first production or June
3 1, 2014, whichever is soonest, unless implemented as required by the Zoning Ordinance.
- 4 19. This Conditional Use Permit approves only a 12,000-gallon above ground fuel storage tank
5 within three acres of the El Corazon site as shown on the plans and exhibits presented to the
6 Planning Commission for review and approval. No deviation from these approved plans
7 and exhibits shall occur without Planning Division approval. Substantial deviations shall
8 require a revision to the Conditional Use Permit or a new Conditional Use Permit.
- 9 20. The hours-of-operation shall be limited from 7:00 a.m. to 6:00 p.m. weekdays and 7:00 a.m.
10 to 3:00 p.m. on Saturdays.
- 11 21. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold
12 harmless the City of Oceanside, its agents, officers or employees from any claim, action or
13 proceeding against the City, its agents, officers, or employees to attack, set aside, void or
14 annul an approval of the City, concerning Conditional Use Permit C-24-08. The City will
15 promptly notify the applicant of any such claim, action or proceeding against the City and
16 will cooperate fully in the defense. If the City fails to promptly notify the applicant of
17 any such claim action or proceeding or fails to cooperate fully in the defense, the
18 applicant shall not, thereafter, be responsible to defend, indemnify or hold harmless the
19 City.
- 20 22. Prior to the issuance of building permits, compliance with the applicable provisions of the
21 City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code) shall be reviewed
22 and approved by the City Planner and City Engineer. These requirements, including the
23 obligation to remove or cover with matching paint all graffiti within 24 hours, shall be noted
24 on the Landscape Plan and shall be recorded in the form of a covenant affecting the subject
25 property.
- 26 23. Failure to meet any conditions of approval for this Conditional Use Permit shall constitute a
27 violation of the Conditional Use Permit.
- 28 24. 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

1 Description and Justification and other materials and information submitted with this
2 application, unless specifically waived by an adopted condition of approval.

3 **Water Utilities:**

4 25. If water consumption at the asphalt plant increases, a separate water service may need to be
5 installed to service the plant. Please address the required water usage for this mobile
6 asphalt plant.

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

11 PASSED AND ADOPTED Resolution No. 2008-P75 on December 15, 2008 by the
12 following vote, to wit:

- 13 AYES:
- 14 NAYS:
- 15 ABSENT:
- 16 ABSTAIN:

17
18 _____
19 Claudia Troisi, Chairperson
20 Oceanside Planning Commission

21 ATTEST:
22 _____
23 Jerry Hittleman, Secretary

24 I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that
25 this is a true and correct copy of Resolution No. 2008-P75.

26 Dated: December 15, 2008
27
28

CITY OF OCEANSIDE ADMINISTRATIVE DIRECTIVE		
SUBJECT: Changes to the Adopted Budget	NUMBER AD-17	PAGE 1 of 4
	ISSUE DATE: 12/1/2008	

I. PURPOSE

The purpose is to provide direction on how to amend the annually adopted budget for the City of Oceanside to meet the ongoing needs of the City as the year proceeds, since the budget is a fluid document that may require change. These changes may result from unanticipated increases in revenue; emergencies; unusual events and occurrences; or the need to transfer monies between funds.

II. POLICY

Changes to the annual adopted budget are of two basic types: a budget adjustment wherein a transfer does not change the total appropriated amount within a fund, with approval granted by the City Manager; and a budget amendment which is an adjustment to the total appropriated amount within a fund and requires City Council approval. In either case, the Department must submit to the Financial Services Department a "Changes to the Adopted Budget Form" (Attachment 1).

A. Budget Adjustment

The City Manager has discretion to reappropriation monies between certain line items within a fund provided that it does not exceed total appropriated amounts for each fund. Additional expenditures for capital outlay items in excess of \$10,000 or, in the case of public works projects, changes in excess of 10 percent of the initial contract amount or \$25,000 whichever is less, must be approved by the City Manager and City Council (per City Council Policy 300-01).

Monies appropriated for salaries and benefits may not be expended for any other purpose without approval by the City Council. Other non-position allocation monies movement from salaries and benefits can be made within the same business unit/department by the City Manager. All budget changes resulting in changes in position allocations must be accompanied by a "Position Allocation Change Form" (Attachment 2).

B. Budget Amendment

Budget amendments are supplemental appropriations resulting in changes to the total original budget amounts for a fund. The amendment is presented in an agenda report and requires the approval of the City Council. Types of modifications can be categorized as follows:

- Unanticipated revenue which was not projected in the budget may be appropriated by the City Council for expenditure in the year received.

CITY OF OCEANSIDE ADMINISTRATIVE DIRECTIVE		
SUBJECT: Changes to the Adopted Budget	NUMBER AD-17	PAGE 2 of 4
	ISSUE DATE: 12/1/2008	

- Prior year reserves or fund balances may be appropriated to fund items not previously included in the adopted budget. Reserves/fund balances exceeding minimum amounts required by administrative policies may be appropriated if it is determined to be in the best interest of the City. The City Council may also appropriate reserves in the case of emergencies or unusual circumstances.
- Transfers between funds require approval by the City Council.

C. Changes in Position Allocations

Whenever a Budget Adjustment or Budget Amendment results in additional or reduced allocated positions, the Department Director must complete a Position Allocation Change Form. The Department must complete both the Changes to the Adopted Budget Form and the Position Allocation Change Form.

When computing the total costs it is important that you take the annual costs into consideration, not just the cost for the balance of the current fiscal year.

III. RESPONSIBILITY FOR REVIEW

The Financial Services Director shall review this directive annually or as necessary.

Approved: 12-1-08
Date

Oeta Wern
City Manager

CITY OF OCEANSIDE
CHANGES TO THE ADOPTED BUDGET

DATE: _____

TO: City Manager

FROM: _____

New Appropriation or Transfer to:

<u>Account Description</u>	<u>Account Number</u>	<u>Amount</u>
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____

Source of Funds or Transfer from:

<u>Account Description</u>	<u>Account Number</u>	<u>Amount</u>
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____

Justification for Change: _____

Department Director: _____ Date: _____

Financial Services Director _____ Recommended: Yes ___ No ___

City Manager _____ Approved: Yes ___ No ___

Note: If this change requires City Council approval attach the Council Staff report. Attach any information necessary to inform the reviewing parties. If bidding is required please attach the required bid document. If a new account number is required Financial Services will establish the new number. If this change requires a change in personnel allocations, complete the reverse side of this form.

CITY OF OCEANSIDE
POSITION ALLOCATION CHANGE FORM

Adding a New Position:

Class Title _____ Class Code _____ Step _____
 Annual Account Total Cost (Salary plus Fringe Benefits) \$ _____
 Quantity to be Added: _____ Total Cost Addition \$ _____

Eliminating a Position:

Existing Allocated Position to be Eliminated:

Class Title _____ Class Code _____ Step _____
 Annual Account Total Cost (Salary plus Fringe) \$ _____

Reclassifying/Changing a Position:

Current Class Title: _____ Class Code _____ Step _____
 Annual Account Total Cost (Salary plus Fringe) \$ _____
 New Class Title: _____ Class Code _____ Step _____
 New Annual Account Total Cost (Salary plus Fringe) \$ _____
 Net Change: \$ _____

Change in Compensation:

Class Title: _____ Class Code _____ Step _____
 Annual Account Total Cost (Salary plus Fringe) \$ _____
 New Annual Account Total Cost (Salary plus Fringe) \$ _____
 Net Change: \$ _____

Department Head: _____ Date: _____

Financial Services Director _____ Recommended: Yes ___ No ___

Human Resources Director _____ Recommended: Yes ___ No ___

City Manager _____ Approved: Yes ___ No ___

CITY OF OCEANSIDE ADMINISTRATIVE DIRECTIVE		
SUBJECT: Risk Management Fund 814	NUMBER AD-18	PAGE 1 of 3
	ISSUE DATE: 12/1/08	

I. PURPOSE

To establish procedures and guidelines for implementing, monitoring and accounting for funds within the Risk Management Fund (Fund 814).

II. POLICY

The Risk Management Division is responsible for proposing a budget and managing expenditures for the Risk Management Fund.

Internal service charges for building, fleet, risk and general administration will not be included in the Risk Management Fund budget.

Internal service charges for Risk Management will be distributed at the fund level.

Grants and special one-time programs will be exempt from risk management charges.

A "Claims Allocation Committee" will be established to determine the allocation of claims involving multiple funds. It will be composed of representatives from the offices of City Manager, City Attorney and Risk Management.

Extraordinary cases will be handled separately.

There are four components included in the risk management expenditure budget consisting of:

- A. Liability insurance premiums – allocated by personnel budget
- B. Property insurance premiums – allocated by property value
- C. Claims management and settlement – allocated by five year claims history
- D. Overhead – allocated by personnel budget

An actuarial review of the self-insured liability program will be completed every two years.

Outstanding liability based on the actuarial review will be booked at 90% confidence level (Estimated Outstanding Losses) and include a 7.5% claims administrative charge.

The ending fund balance at June 30th will be reviewed by the City Manager and Finance Director, with a goal of ten times the self-insured rate (SIR) currently assessed at \$500,000.

The Financial Services Department is responsible for booking actuarial liabilities at fiscal year-end and monitoring the fund balance.

CITY OF OCEANSIDE ADMINISTRATIVE DIRECTIVE		
SUBJECT: Risk Management Fund 814	NUMBER AD-18	PAGE 2 of 3
	ISSUE DATE: 12/1/08	

III. PROCEDURE

- A. Liability Insurance Premiums – SANDPIPA (San Diego Pooled Insurance Program Authority) provides the City with an annual premium which is based on numerous factors including inflation, insurance market conditions, legislative issues, risk exposures, and members' loss history. Each fund will be charged for the liability insurance premiums per the allocation formula based on the total personnel budget in that fund. This calculation consists of two components and a sample calculation can be found on Exhibit A.
1. Inflation Component – inflation increases to the liability premium will be shared uniformly by each fund using the following criteria to determine the total amount to allocate:
 - a. The current US Department of Labor Consumer Price Index for all Urban Consumers (CPI-U), semi-annual average for San Diego area will be the index.
 - b. The base year premium will be the prior year's actual premium payment.
 - c. Multiply the base year premium by the CPI-U increase to calculate the inflation component of the premium increase.
 - d. The pro rata share of the inflation component is distributed to each fund.
 2. Claims History Component – increases to the liability premium based on the City's claims history will be allocated to the fund from which the claim was generated, since increases to premium rates are predominantly determined by claims in excess of \$500,000 that are filed with SANDPIPA.
 - a. The difference between the total liability premium increase and the inflation component equals the claims history component.
 - b. The Risk Management Division will generate a five-year claims history report categorized by fund.
- B. Property Insurance Premiums – SANDPIPA provides the City with an annual premium which is based on trends of current property replacement values for all City property identified in the PEPIP-CA (Public Entity Property Insurance Program-California) property schedule. This schedule is updated annually as new property is acquired by the City. Each fund will be charged

CITY OF OCEANSIDE ADMINISTRATIVE DIRECTIVE		
SUBJECT: Risk Management Fund 814	NUMBER AD-18	PAGE 3 of 3
	ISSUE DATE: 12/1/08	

for the property insurance premiums per the allocation formula based on the total property value in that fund.

- C. Claims Management and Settlement – this budget category includes all investigative, legal, special litigation and settlement costs for claims management. Due to the difficulty of anticipating which fund will generate current claims, allocation of these costs will be based on a five-year claims history. Claims between \$50,000 and \$500,000 will be included in the analysis. Claims below \$50,000 will be considered a cost of doing business and not included in the calculation; claims in excess of \$500,000 will be paid by SANDPIPA and included in their annual premium adjustment. Each department's claim history, by fund, will be determined as a portion of the total City's claim history, and will be adjusted by the pro rata share of the claims history increase.
- D. Overhead – this budget category includes personnel and administrative overhead costs for the Risk Management Division. Each fund will be charged for overhead per the allocation formula based on the total personnel budget in that fund.

Each month a recurring journal entry will be posted to record 1/12th of the operating transfer from the appropriate fund xxx.6990.00814 to the Risk Management fund 8140.4990.00xxx.

IV. RESPONSIBILITY FOR REVIEW

The Financial Services Director shall review this policy biennially or as necessary.

Approved: 12-1-08
Date

Peter Wenis
City Manager

SAMPLE CALCULATION PROCESS LIABILITY INSURANCE PREMIUMS

Assumptions:

- 2008-09 Base year premium \$900K
- 2009-2010 Increase from base premium \$100K
- 2 Funds
- 5 Departments with claims
- 5% CPI calculation
- Claims history component is based on claims that are presented to SANDPIPA in excess of \$500K.

2009-10 Inflation Component
CPI = 5% Based on January publication from the Department of Labor

2009-10 Claims history component
New premium increase (\$100K)
- CPI adjusted base premium (\$45K) = \$55K

2009-10 Proposed liability premium = \$1,000,000 (amount allocated)

Base premium x CPI % = \$45K

Using a 5 year claims history a percentage of total dollars spent on claims by fund and dept is determined.

2008-09 Base liability premium \$900K

Allocate to all departments per fund based on personnel budget as a relative percentage of the total personnel budget paid

The percentage calculated above will then be multiplied by the claims component and allocated to those departments by fund.

Allocate to all departments per fund based on personnel budget as a relative percentage of the total personnel budget paid

Liability Insurance Premium Allocation (in thousands)															
Fund	Dept	Personnel Budget	Alloc %	Base Year Premium Alloc	Inflation Component Alloc	Subtotal	5 Year Claim History					Claims Pool Total	% of Claims Total	Claims Component Alloc	Total Liab Ins Alloc
							1	2	3	4	5				
GF	A	\$80,000	40.00%	\$360	\$18	\$378	\$0	\$800	\$600	\$0	\$1,600	\$3,000	48.39%	\$27	\$405
GF	B	\$50,000	25.00%	\$225	\$11	\$236	\$0	\$500	\$0	\$0	\$0	\$500	8.06%	\$4	\$241
GF	C	\$10,000	5.00%	\$45	\$2	\$47	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	\$0	\$47
ENT	D	\$40,000	20.00%	\$180	\$9	\$189	\$700	\$0	\$500	\$0	\$0	\$1,200	19.35%	\$11	\$200
ENT	E	\$20,000	10.00%	\$90	\$5	\$95	\$900	\$0	\$0	\$0	\$600	\$1,500	24.19%	\$13	\$108
	Total	\$200,000	100.00%	\$900	\$45	\$945	\$1,600	\$1,300	\$1,100	\$0	\$2,200	\$6,200	100.00%	\$55	\$1,000

EXHIBIT A

CITY OF OCEANSIDE ADMINISTRATIVE DIRECTIVE		
SUBJECT: Asset Forfeiture Funds 204	NUMBER AD-19	PAGE 1 of 2
	ISSUE DATE: 12/1/08	

I. PURPOSE

To present administrative guidelines on the local use of Asset Forfeiture Funds derived from activities associated with the passage of the Comprehensive Crime Control Act of 1984.

II. POLICY

The Comprehensive Crime Control Act of 1984 provides for the disposition of forfeited assets and management of such assets by the U. S. Department of Justice. The statute directs the Attorney General to ensure the equitable transfer of any forfeited property to the appropriate State or local law enforcement agency participating directly in any of the acts which led to the seizure or forfeiture of such property. Title 21 United States Code, Section 881 (E), provides for the Attorney General to disburse the forfeited funds and property for the sole purpose of law enforcement activities. Such monies must be in addition to, and not substituted for, existing budgeted funds.

III. FUND MANAGEMENT

Monies received from Asset Forfeitures must be accounted for in a separate interest-bearing Special Revenue Fund established to provide a depository for these monies in order to ensure that they are accounted for properly. Funds are subject to an independent review by the granting authority, U. S. Department of Justice or California Attorney General, and will be audited as part of the City's Annual Independent Audit. As part of the City's yearly budget process an estimate of nonmajor capital expenditures for the year shall be included in the approved budget. Activities of the Fund shall comply with the City's Purchasing Guidelines.

IV. APPROPRIATION OF FUNDS

The City has an existing policy to provide a budget amendment to appropriate funds for acquisition of equipment when such items are not included in the adopted annual budget. When a need is determined by the Police Department for equipment or program covered under the regulations as an appropriate use of asset forfeiture funds from the Asset Forfeiture Special Revenue Fund the Police Department must follow the simple procedure outlined in the policy "Changes to the Adopted Budget" Number 2008-7 as adopted 9/1/08. Any budget change to utilize monies from the Asset Seizure Fund regardless of the amount needed must be approved by the City Council.

**CITY OF OCEANSIDE
ADMINISTRATIVE DIRECTIVE**

SUBJECT: Asset Forfeiture Funds 204	NUMBER AD-19	PAGE 2 of 2
	ISSUE DATE: 12/1/08	

The process includes the completion of a budget amendment form, presenting a Council report for the appropriation and approval of the project, and following the City's purchasing guidelines.

V. RESPONSIBILITY FOR REVIEW

The Financial Services Director shall review this directive annually or as necessary.

Approved: 12-1-08
Date

Peter Wern
City Manager

MEMORANDUM

El Corazon Oversight Committee

To: Honorable Mayor and City Councilmembers

From: Tyrone Matthews, El Corazon Oversight Committee Chair 

Date: November 27, 2007

Subject: **POTENTIAL REVENUE FROM PROPOSED MOODY'S PROJECT**

Staff advised the El Corazon Oversight Committee (ECOC) at its October 15 meeting that the City Council had recently discussed the possibility of amending Moody's property use agreement to allow for a temporary asphalt plant as part of their ongoing operation at El Corazon. Doug Eddow advised the Committee that the amendment is currently being reviewed by the City Attorney's Office and that staff is anticipating that this item will go to the City Council for consideration sometime in either January or February of 2008. At the most recent ECOC meeting, November 19, 2007, the Committee discussed the anticipated revenue that a temporary asphalt plant might generate. Staff advised the Committee that estimate was approximately \$1 million each year for five years.

The Committee recommends that the City Council allow any revenues generated from Moody's temporary asphalt plant to be used in the development of four full-size soccer (multiuse) fields, identified in the Specific Plan adjacent to the Senior Center. The ECOC has requested staff to estimate the cost of building four full-sized fields (natural and/or artificial turf). Should you have any questions, please feel free to contact me at 760-433-8280 or tymthws@cox.net

Cc: Peter Weiss, City Manager
Michelle Lawrence, Deputy City Manager
Doug Eddow, Real Property Manager
El Corazon Oversight Committee



Application for Public Hearing

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

STAFF USE ONLY

ACCEPTED *5/8/08* BY *SN.*

Please Print or Type All Information

HEARING

PART I - APPLICANT INFORMATION

1. APPLICANT <i>City of Oceanside</i>	2. STATUS <i>Owner</i>
3. ADDRESS <i>300 North Coast Highway</i>	4. PHONE/FAX/E-mail <i>760-435-5170</i>
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing) <i>Gary Gurley</i>	7. PHONE/FAX/E-mail <i>760-435-5170</i>
6. ADDRESS <i>4927 Oceanside Blvd.</i>	

GPA
MASTER/SP.PLAN
ZONE CH.
TENT. MAP
PAR. MAP
DEV. PL.
C.U.P. <i>C-24-08</i>
VARIANCE
COASTAL
O.H.P.A.C.

PART II - PROPERTY DESCRIPTION

8. LOCATION <i>El Corazon</i>	10. GENERAL PLAN <i>5-1-84</i>	11. ZONING <i>PD-1</i>	12. LAND USE <i>Light Industrial</i>
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9. SIZE <i>365 ac.</i>	13. ASSESSOR'S PARCEL NUMBER <i>162-082-11</i>
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PART III - PROJECT DESCRIPTION

14. GENERAL PROJECT DESCRIPTION
Attached

15. PROPOSED GENERAL PLAN <i>N/A</i>	16. PROPOSED ZONING <i>N/A</i>	17. PROPOSED LAND USE <i>N/A</i>	18. NO. UNITS <i>N/A</i>	19. DENSITY <i>N/A</i>
20. BUILDING SIZE <i>N/A</i>	21. PARKING SPACES <i>N/A</i>	22. % LANDSCAPE <i>N/A</i>	23. % LOT COVERAGE or FAR <i>N/A</i>	

PART IV - ATTACHMENTS

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

PART V - SIGNATURES

33. APPLICANT OR REPRESENTATIVE (Print): <i>Gary Gurley</i>	34. DATE <i>5-8-08</i>	SIGNATURES OF ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).	
Sign: <i>[Signature]</i>	35. OWNER (Print) <i>Gary Gurley</i>	36. DATE <i>5-8-08</i>	
I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.		Sign: <i>[Signature]</i>	

RECEIVED

MAY 15 2008

SCOTT

General Project Description
City of Oceanside - El Corazon Reclamation Area
Mobile Asphalt Plant

RECEIVED

MAY 15 2008

Planning Department

Background

The City of Oceanside is continuing active reclamation of the former sand mine at the El Corazon site. The El Corazon site is located in central Oceanside between Rancho del Oro and El Camino Real on the east and west, and Mesa Boulevard and Oceanside Boulevard on the north and south. For approximately the last ten years the City has contracted the mine reclamation work to Moody's Environmental Reclamation & Recycling (Moody's). The reclamation activities consist of collecting clean construction/demolition debris (primarily asphalt and concrete) at the site. Once onsite the debris is sorted and crushed. A portion of the resulting material is sold to local contractors and a portion of the material is used to fill one of the historic mining tailing ponds near the central portion of El Corazon. The reclamation efforts will continue at this former pond until the land is deemed safe and stable by the City.

The existing pond reclamation site is approximately 49 acres, but the materials handling occurs on approximately 15 acres. The site is reached by an unpaved $\frac{3}{4}$ of a mile long driveway entering the El Corazon site from Oceanside Boulevard. The site currently has a temporary office trailer, vehicle scale, rock crusher/sorter, and miscellaneous equipment used to move the material around once on site. The 49 acre site sits in a depression with a solid hill mass extending 40-60 feet high along the western and northern boundaries and an earthen berm approximately 15 feet high completes the site boundary along the eastern and southern boundaries. The hill mass and earthen berm act as a visual and acoustic barrier from the remainder of the site and surrounding area.

Proposed Project

The City of Oceanside is proposing to allow Moody's to operate a Mobile Asphalt Plant on a three acre site within the existing reclamation site for five years. The project requires a conditional use permit to allow the use of a double walled 10,000 gal storage tank. Even though asphalt is solid in its' natural state and the tank bottom has to be lined with heat coils to heat the asphalt to 200° to get it to a liquid state so it can be pumped out of the tank, the tank will be located within a berm containment area with a capacity to contain 100% of the liquid asphalt in case of a ruptured tank..

The asphalt operation would not increase the current boundaries of the reclamation site. The asphalt plant would use the current supply of used asphalt that is delivered to the site for crushing and sorting. Instead of selling this processed material to local contractors for projects or using it as fill material, the material would be mixed in batches with sand, aggregate, and oil, to make asphalt. The finished material would then made available for local paving

projects including the proposed roadways within the El Corazon Master Development Plan. The asphalt plant would be a mobile, self-contained unit and would be operated on an "as needed" basis depending on demand for the finished material.

Environmental

The City has adopted a Mitigated Negative Declaration in connection with this project. The mobile asphalt plant environmental operating permits are issued through the San Diego County Air Pollution Control District and are equipment type specific. Moody's will be responsible for acquiring and maintaining the required operating permits. The storm water and non-storm water management for the mobile asphalt plant shall be in accordance with the El Corazon Storm Water Pollution Prevention Plan (SWPPP). The El Corazon SWPPP is more restrictive than local, state and federal compliance standards. The City is responsible for the SWPPP and Moody's will continue to be responsible for the implementation of the SWPPP. As stated earlier, spill containment for the tank will be a berm area surrounding the tank with a capacity to contain 100% of the liquid asphalt in case of a ruptured tank..

24. Description

The mobile asphalt plant operation is controlled by a Windows based computer control system that controls all aspects of the asphalt production cycle. The main components, in their operational sequence, are the cold feed system which is made up of five 30 ton heaped capacity feeder bins for the rock and sand. The bins are filled manually. The appropriate amounts of rock and sand are automatically deposited onto a 30" wide collecting conveyor fitted with rock boxes to carry the deposited material. The collecting conveyor carries the material to the scalping screen and transfer conveyor. The material is shifted through the 5' x 10' scalping screen to remove any oversized rock or foreign material. The screened material drops onto the transfer conveyor which carries it to the dryer inlet conveyor.

Recycled material is manually screened and placed in a separate bin. The recycled material feeder bin also automatically deposits the appropriate amount of recycled material onto its own 30" conveyor belt which carries it to the dryer inlet.

At this point the rock, sand and recycled materials all enter the dryer-drum, a 108" diameter x 36' long drum made of 1/2" thick alloy steel. As the material moves through the dryer-drum it is dried and preheated. The dryer-drum discharges the mixed, preheated material into a mixing drum where it is heated and mixed with the liquid asphalt. The mixing drum is an 80" diameter x 16' long drum made of 3/8" thick alloy steel plate. The mixing drum burner unit is a totally enclosed, total air, burner system providing all of the air for combustion. 20% of the stack gases are recirculated to the burner assembly. This process greatly reduces the CO and NOX emissions. The mixed, heated materials are now referred to as "asphalt mix". The mix is discharged from the mixing drum onto a conveyor and carried to the top of the silo where it is discharged into a silo batcher. The silo batcher evenly distributes the mix as it is dropped into the silo to reduce the possibility of material separation. The silo stores the mix until it is dispensed into delivery trucks. The silo is insulated and heated to aid in maintaining the required mix temperature. The silo sits atop a 12' x 12' frame that allows trucks to pull through for ease of loading. Total height of the silo including frame, silo and batcher is 30'.

The asphalt is stored in a double walled 10,000 gal storage tank. Since asphalt is solid in its' natural state, the tank bottom is lined with heat coils to keep the asphalt heated to 200° and in a liquid state. The liquid asphalt is pumped to the mixing drum via a pipe system.

The heart of the pollution control system is the fabric filter collection system. Ductwork throughout the system collects the dust and gases produced during the process from the feeder bin operation through truck loading. The collection system is designed to handle 80,000 CFM at an air to cloth ration of 4.96 to 1

and operating temperatures of 230-400°F. Bag design is a single wall, elliptical design with 940, 87" long bags yielding 16,243 sq.ft. of cloth area. The bags are constructed of 14 ounce virgin NOMEX with 13% glass fiber to give better filtration on the sub-micron particle sizes. The bags are arranged in sections including removable covers for inspection and replacement. The bags are cleaned while the baghouse is in operation by sequentially isolating each row and then creating a reverse flow of air breaking the cake of dust on the filter surface and causing it to fall into a collection hopper. The bag cleaning device consist of independent rotating clean air nozzles that are indexed to stop at one chamber (row of bags) at a time, closing off that chamber from the process airflow. The cleaning nozzles move from row to row cleaning each row. The cleaning mechanism automatically starts cleaning according to a preset time which is adjustable by the operator. An enclosed, screw system connects the collect hopper to the mixing drum where the collected dust is mixed into the mix.

All components of the asphalt plant are trailer or skid mounted for ease of setup and removal.

LEGAL DESCRIPTION

**PARCEL 1 OF PARCEL MAP NO. 011410, IN THE CITY OF OCEANSIDE,
COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE
OF THE COUNTY RECORDER OF SAN DIEGO COUNTY. RANCHO DEL
ORO MASTER SUB WEST (EX ST) PARA DOC 04-8582001N, LOT 7 AND ALL
OF LOTS D & LOT 6.**