

# AGENDA NO. 4

**PLANNING COMMISSION**



**STAFF REPORT**

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DATE: August 8, 2011

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A DEVELOPMENT PLAN (D11-00002) CONDITIONAL USE PERMIT (CUP11-00002) MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CONSTRUCTION AND OPERATION OF A MEDICAL OFFICE BUILDING AND ASSOCIATED SITE IMPROVEMENTS AT 4002 VISTA WAY IN THE TRI-CITY NEIGHBORHOOD – TRI-CITY HOSPITAL MEDICAL OFFICE BUILDING – APPLICANT: LANDRETH DEVELOPMENT & CONSULTING**

## **RECOMMENDATION**

Staff recommends that the Planning Commission by motion:

- (1) Adopt Planning Commission Resolution No. 2011-P27 approving Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Tri-City Medical Center/ Medical Office Building; and,
- (2) Adopt Planning Commission Resolution No. 2011-P28 approving Development Plan (D11-00002) and Conditional Use Permit (CUP11-00002) with findings and conditions of approval attached herein.

## **BACKGROUND AND PROJECT DESCRIPTION**

**Background & Site review:** Situated northwest of the Vista Way and Thunder Drive intersection in the Tri-City Neighborhood, the existing Tri-City Medical Center campus is comprised of a publicly-owned hospital, and several medical support and administrative service buildings. The property's General Plan land use designation is Professional Commercial (PC), consistent with its corresponding zoning of Commercial Professional (CP).

The applicant proposes development of a medical office building and associated site improvements on two areas totaling 5.13 acres within the larger 30.97-acre Tri-City Medical Center property. Ownership of the subject development areas by Tri-City Hospital District will be maintained, however, the medical office building will not be a part of the hospital operations. The new structure is intended to provide medical office space for doctors affiliated with the hospital and accommodate complementary medical services (diagnostic, administrative etc.).

Land uses adjacent to the Tri-City Medical Center facility include a cluster of medical office buildings and various commercial uses along Vista Way; an undeveloped lot - previously approved as a medical office and surgery center - at the northwest corner of the hospital campus; medical office and residential uses to the north; and Highway 78 to the south.

**Project Description:** The application includes two entitlement components; a development plan and conditional use permit:

Development Plan D11-00002 represents a request to permit the following:

- (a) Construct a 57,476-square foot medical office building and associated site improvements.

Development of the proposed medical office facility involves removal of several ancillary structures totaling 11,018 square feet and site grading to accommodate construction of a three-story building, reconfiguration of parking, landscaping, hardscape and infrastructure improvements. Primary access to the new building will be provided via Tri-City Medical Center's driveway entrance off Vista Way. Pedestrian and vehicular circulation on the property will be integrally connected with those of the existing medical campus. A total of 1,503 parking spaces will be available to serve existing medical facilities and the new office building, exceeding the minimum required 685 parking spaces (397 Hospital/ 288 Medical Office) by 818 stalls. Aesthetics and surrounding land use compatibility are addressed in part through site/slope grading, minimal retaining wall design, and landscaping. As proposed, a total of 67,450 square feet of landscaping (30.2%) will be provided on-site, significantly exceeding the minimum (15%) required amount.

The medical office building's design balances form and function. The architecture is defined by classic building lines, contemporary materials, modern style accents and medical office standards. Natural stone veneer, prominent window features and low reflective glazing comprise the majority of the building's exterior surfaces. Metal window mullions and decorative metal accents further define the structure along with tiered vertical wall elements, a metal canopy feature and gazing that extends the height of the structure at the building's prominent front entry.

Conditional Use Permit CUP11-00002 represents a request to permit the following:

- (a) Allow the proposed building height to exceed the maximum height permitted within the zoning district by four feet.

The maximum building height for structures within the Commercial Professional (CP) district is 50 feet. An additional 10 feet of height is allowed for accessory architectural elements (tower, spires, chimneys, cupolas) mechanical appurtenances, elevator penthouses, flagpoles, and similar structures. Building features extending more than 10 feet above the base district may be allowed subject to approval of a conditional use permit.

The applicant proposes development of a structure with a 64-foot (max) building height and has requested consideration of a conditional use permit to allow the additional four feet height based upon aesthetic/architectural and screening design considerations.

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

1. General Plan
2. Zoning Ordinance
3. CEQA

## **ANALYSIS**

### **KEY PLANNING ISSUES**

#### **1. General Plan conformance**

The General Plan Land Use Map designation for the subject property is Professional Commercial (PC). The proposed project is consistent with this designation and the goals and objectives of the City's General Plan as follows:

##### **A. Land Use Element I**

###### **Goal 1.11    Balanced Land Use**

**Objective:**    To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.

Policy A: The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land uses so as to foster a sense of neighborhood, community, and regional identity.

Policy B: The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.

The medical office development will be sited within the Tri-City Medical Center campus - a regional medical facility along State Highway 78. The subject structure will accommodate additional permitted medical services which will benefit community residents and enhance existing land uses within the medical campus and immediate neighborhood area.

Goal 1.12 Land Use Compatibility

Objective: To minimize conflicts with adjacent or related uses.

Policy B: The use of land shall not create negative visual impacts to surrounding land uses.

Adequate building setbacks and landscape buffering of structures and parking areas will complement the existing neighborhood context. Architectural building entry features and wall parapets will provide screening of the elevator penthouse and mechanical equipment.

Goal 1.22 Landscaping

Objective: The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.

Policy A: Existing mature trees shall be retained whenever possible.

Policy B: Mature trees removed for development shall be mitigated by replacement with an appropriate type, size and number of trees.

Existing Eucalyptus and Mexican Fan Palm trees along the north and south boundaries of the northerly parking lot project area and a variety of existing trees along the Vista Way frontage and western property boundary will remain in place. Landscaping within the parking lot area, which will be removed to allow for development, will be replaced by new landscaping to the satisfaction of the City Landscape Architect and City Engineer. As proposed, 30.2 percent of the project area will be landscaped, significantly exceeding the 15 percent (min) required by City ordinance.

## Goal 1.23 Architecture

Objective: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

Policy A: Architectural form, treatment, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.

Policy B: Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.

The proposed medical office development will enhance its surroundings through building siting, landscaping, architectural design and use of high quality materials. The project will significantly improve the visual image of the Tri-City Medical Center campus and contribute toward enhancing neighborhood values.

## **2. Zoning Ordinance Compliance**

### Article 11, Section 1120 and 1130

Section 1120 of the Oceanside Zoning Ordinance permits “by-right” the establishment and operation of medical office uses in the underlying Commercial Professional (CP) zoning district. Development on the project area is subject to compliance with the development standards set forth in Section 1130 of the zoning ordinance. With the exception of the proposed 64-foot building height, for which a conditional use permit request has been submitted for consideration, the project will be in compliance with applicable standards.

## **DISCUSSION**

*Issue: Project Consistency with applicable development standards/ Building height:* The proposed 64-foot high medical office building exceeds the maximum height permitted within the underlying zoning district by four feet. The structure is setback 119.5 feet (appx.) from Vista Way and 66.5 feet (appx.) from the westerly property line. A 14-foot slope and significant landscaping separates and buffers the proposed building from Vista Way.

The applicant cites two main reasons for requesting approval of four additional feet in building height: architectural design/aesthetics and mechanical equipment/elevator penthouse screening.

Staff finds that the additional building height enhances the building image, by providing a proportionate and balanced design solution and by allowing the establishment of an architectural focal point at the main building entry. Furthermore, the additional height

ensures appropriate screening of rooftop mechanical building appurtenances. Staff recommends approval of the requested conditional use permit to allow construction of the building in accordance with the submitted plans and permit a 64-foot (max) height.

## **ENVIRONMENTAL DETERMINATION**

The proposed project, as documented on the Initial Study, may potentially degrade the environment as a result of impacts to aesthetic resources, biological resources, undiscovered cultural resources, noise, geology and traffic. As such, mitigation measures have been proposed to reduce impacts to less than significant. The project, in combination with past, present and reasonably foreseeable projects, is not anticipated to contribute to cumulative environmental effects, with the exception of traffic, however mitigation measures would reduce such effects to less than significant.

The Mitigated Negative Declaration states that as proposed to be mitigated, the project will not have a significant adverse impact upon the environment. Under the provisions of the California Environmental Quality Act, the Planning Commission will consider the Mitigated Negative Declaration during its hearing on the project.

## **PUBLIC NOTIFICATION**

Legal notice was published in the North County Times and notices were sent to property owners of record within a 1,500-foot radius of the subject property, individuals and/or organizations requesting notification, the applicant and other interested parties, and Tri-City Neighborhood residents.

## **SUMMARY**

The proposed Development Plan and Conditional Use Permit, as conditioned, are consistent with the requirements of the land use policies of the General Plan and provisions of the Zoning Ordinance and the project generally meets or exceeds all applicable regulations. Therefore, staff recommends that the Planning Commission:

- Adopt Planning Commission Resolution No. 2011-P27 approving Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Tri-City Medical Center/ Medical Office Building; and

- Adopt Planning Commission Resolution No. 2011-P28 approving Development Plan (D11-00002) and Conditional Use Permit (CUP11-00002) with findings and conditions of approval attached herein.

PREPARED BY:

SUBMITTED BY:

  
Amy Fousekis  
Principal Planner

  
Jerry Hittleman  
City Planner

Attachments:

1. Floor/Site Plans
2. Planning Commission Resolution No. 2011-P27
3. Planning Commission Resolution No. 2011-P28
4. Letter from Mr. Andrew Laubach (dated July 7, 2011)













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 TEL: (760) 434-1100 FAX: (760) 434-1101  
 WWW.MAAARCHITECTS.COM

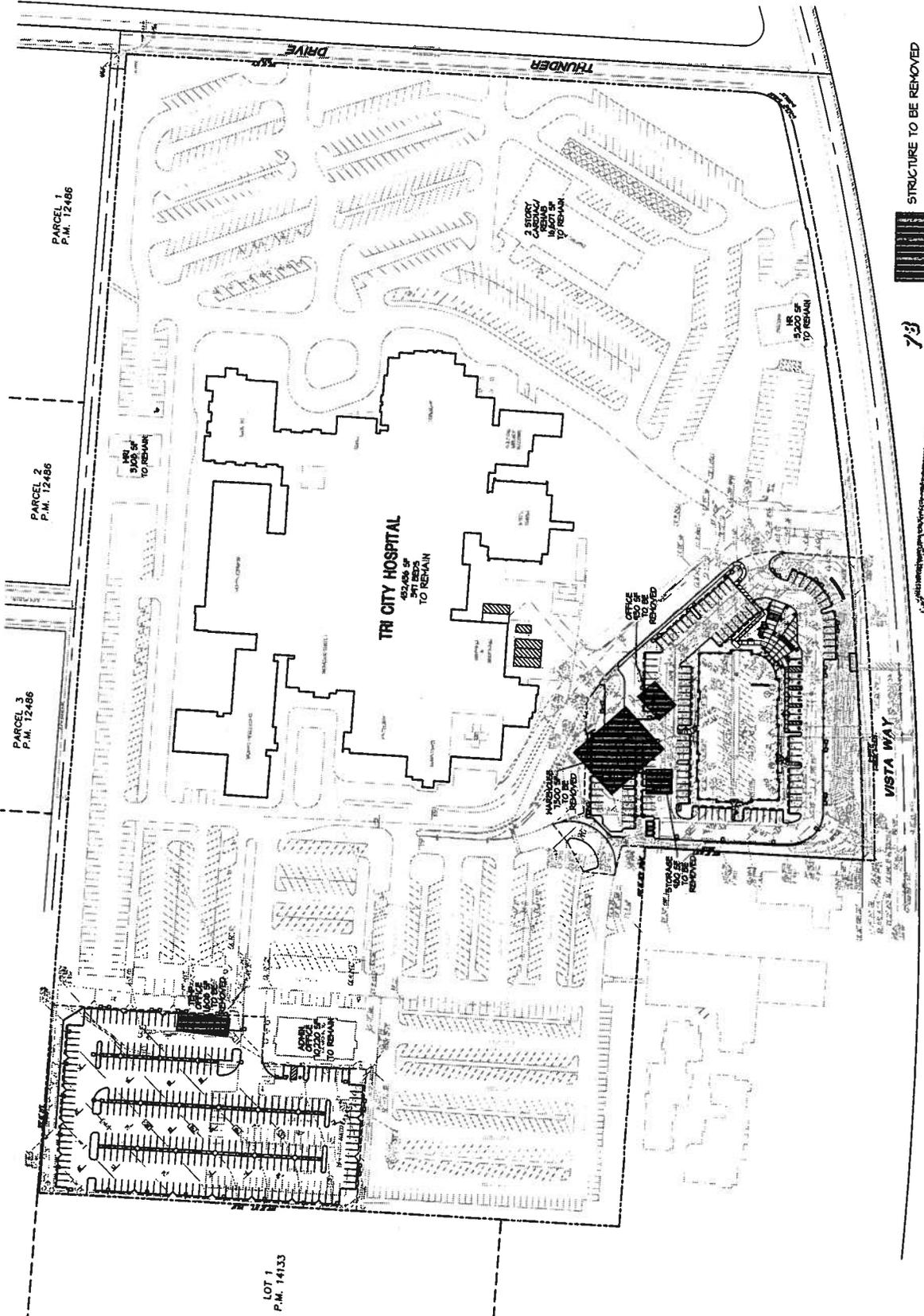


**TRI CITY MEDICAL CENTER**  
 4002 VISTA WAY  
 OCEANSIDE, CALIFORNIA

DATE:	12-24
PROJECT:	TRI CITY MEDICAL CENTER
PREPARED BY:	MAA ARCHITECTS
SCALE:	AS SHOWN
PLANNING:	0-24
ARCHITECTURE:	0-24

**SITE DEMO PLAN**

**A1.4**



STRUCTURE TO BE REMOVED



78

HIGHWAY

OVERALL SITE DEMO PLAN

Received

JUN 27 2011

Planning Division



PARCEL 1  
P.M. 12486

PARCEL 2  
P.M. 12486

PARCEL 3  
P.M. 12486

LOT 1  
P.M. 14133



**MMA ARCHITECTS**  
 1111 SOUTH MAIN STREET, SUITE 100  
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 TEL: 760.434.1111 FAX: 760.434.1112  
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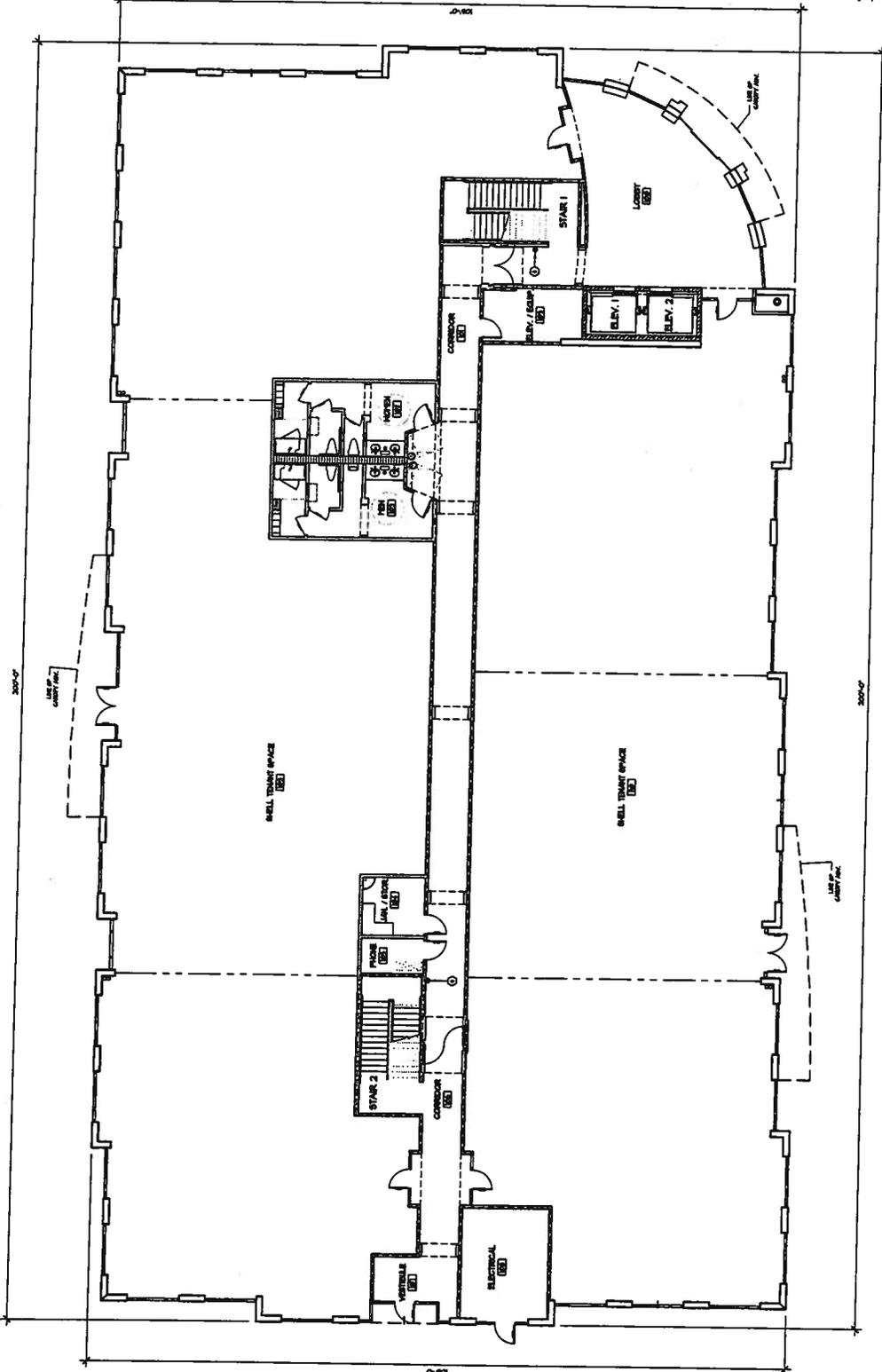


**TRI CITY MEDICAL CENTER**  
 4002 VISTA WAY  
 OCEANSIDE, CALIFORNIA

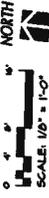
DATE	1/28/11
BY	MM
REVISION	
NO.	DESCRIPTION
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**FIRST FLOOR PLAN**

**A2.1**



Received  
 JUN 27 2011  
 Planning Division



**FIRST FLOOR PLAN**

- GENERAL NOTES:**
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
  2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA ELECTRICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
  3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA MECHANICAL CODE AND ALL APPLICABLE LOCAL ORDINANCES.
  4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA PLUMBING CODE AND ALL APPLICABLE LOCAL ORDINANCES.
  5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA FIRE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
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  8. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA HEALTH CARE CODE AND ALL APPLICABLE LOCAL ORDINANCES.
  9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA EDUCATION CODE AND ALL APPLICABLE LOCAL ORDINANCES.
  10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA LABOR CODE AND ALL APPLICABLE LOCAL ORDINANCES.
- PERMITTING NOTES:**
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- WALL LEGEND - ALL FLOOR PLANS**
- 1. 1/2" THICK CONCRETE WALL
  - 2. 4" THICK CONCRETE WALL
  - 3. 8" THICK CONCRETE WALL
  - 4. 12" THICK CONCRETE WALL
  - 5. 16" THICK CONCRETE WALL
  - 6. 20" THICK CONCRETE WALL
  - 7. 24" THICK CONCRETE WALL
  - 8. 28" THICK CONCRETE WALL
  - 9. 32" THICK CONCRETE WALL
  - 10. 36" THICK CONCRETE WALL
  - 11. 40" THICK CONCRETE WALL
  - 12. 44" THICK CONCRETE WALL
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  - 15. 56" THICK CONCRETE WALL
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  - 17. 64" THICK CONCRETE WALL
  - 18. 68" THICK CONCRETE WALL
  - 19. 72" THICK CONCRETE WALL
  - 20. 76" THICK CONCRETE WALL
  - 21. 80" THICK CONCRETE WALL
  - 22. 84" THICK CONCRETE WALL
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  - 24. 92" THICK CONCRETE WALL
  - 25. 96" THICK CONCRETE WALL
  - 26. 100" THICK CONCRETE WALL



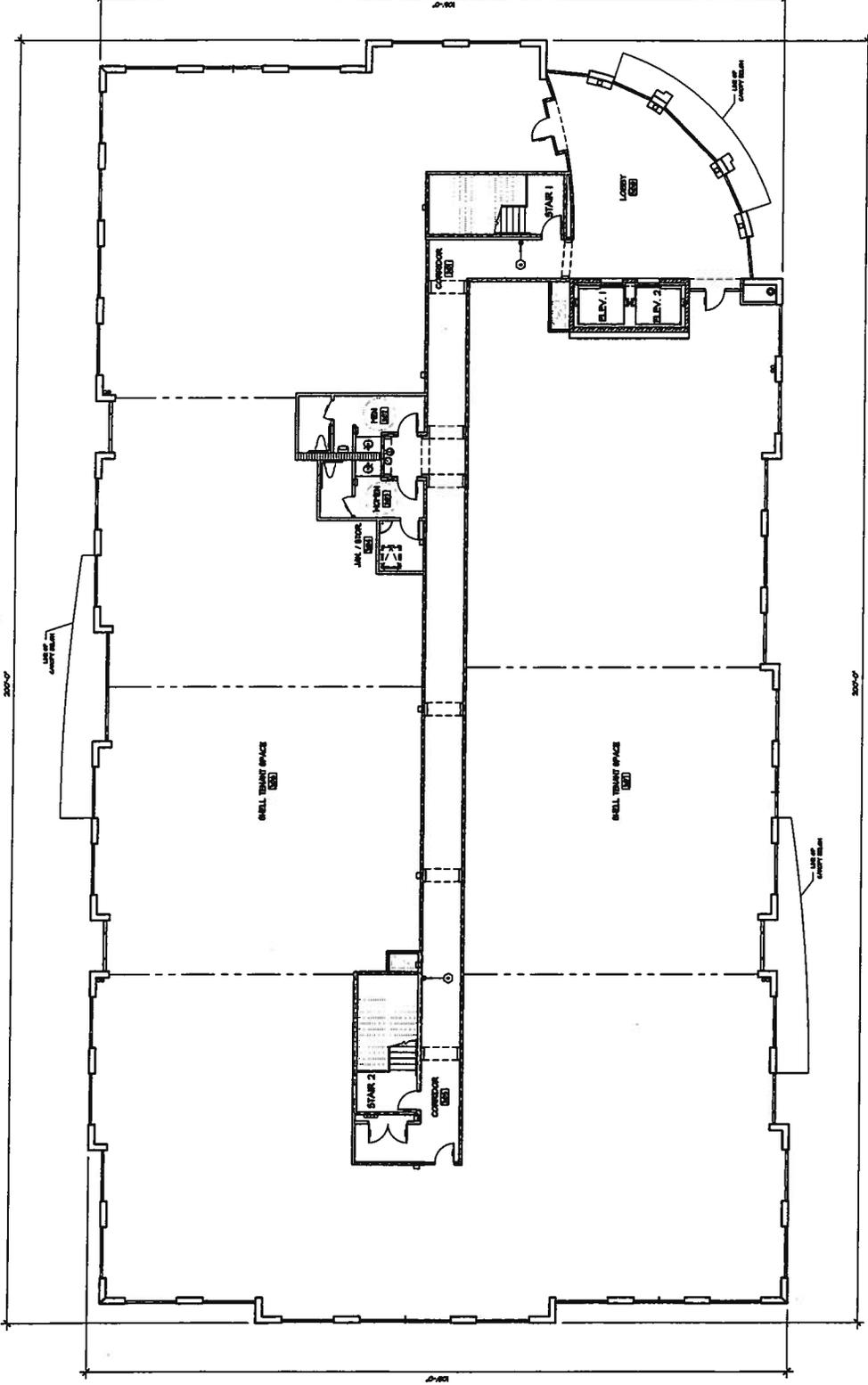


**TRI CITY MEDICAL CENTER**  
 4002 VISTA WAY  
 OCEANSIDE, CALIFORNIA

Date:	12-24
Project:	TRI CITY MEDICAL
No.:	04-0-103
Revision:	
Drawn:	KL/MSB
Checked:	KL/MSB

Sheet Title:  
**THIRD FLOOR PLAN**

Sheet Number:  
**A23**



Received  
 JUN 27 2011  
 Planning Division

THIRD FLOOR PLAN

- REVISIONS - FLOOR PLAN**
1. CORRECTED FLOOR PLAN TO REFLECT REVISIONS
  2. CORRECTED ROOM SCHEDULES TO REFLECT REVISIONS
  3. CORRECTED ROOM SCHEDULES TO REFLECT REVISIONS
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**GENERAL NOTES - FLOOR PLAN**

1. ALL DIMENSIONS ARE TO THE FACE OF UNLESS OTHERWISE NOTED.
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**INSULATION NOTES**

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**WALL LEGEND - ALL FLOOR PLANS**

1	1/2" Gypsum Board
2	5/8" Gypsum Board
3	1" Gypsum Board
4	1 1/2" Gypsum Board
5	2" Gypsum Board
6	2 1/2" Gypsum Board
7	3" Gypsum Board
8	3 1/2" Gypsum Board
9	4" Gypsum Board
10	4 1/2" Gypsum Board
11	5" Gypsum Board
12	5 1/2" Gypsum Board
13	6" Gypsum Board
14	6 1/2" Gypsum Board
15	7" Gypsum Board
16	7 1/2" Gypsum Board
17	8" Gypsum Board
18	8 1/2" Gypsum Board
19	9" Gypsum Board
20	9 1/2" Gypsum Board
21	10" Gypsum Board
22	10 1/2" Gypsum Board
23	11" Gypsum Board
24	11 1/2" Gypsum Board
25	12" Gypsum Board

**WALL LEGEND - ALL FLOOR PLANS**

1	1/2" Gypsum Board
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8	3 1/2" Gypsum Board
9	4" Gypsum Board
10	4 1/2" Gypsum Board
11	5" Gypsum Board
12	5 1/2" Gypsum Board
13	6" Gypsum Board
14	6 1/2" Gypsum Board
15	7" Gypsum Board
16	7 1/2" Gypsum Board
17	8" Gypsum Board
18	8 1/2" Gypsum Board
19	9" Gypsum Board
20	9 1/2" Gypsum Board
21	10" Gypsum Board
22	10 1/2" Gypsum Board
23	11" Gypsum Board
24	11 1/2" Gypsum Board
25	12" Gypsum Board







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**TRI CITY MEDICAL CENTER**  
 VISTA WAY  
 OCEANSIDE, CALIFORNIA

DATE	1/24/11
PROJECT	TRI CITY MEDICAL CENTER
REVISION	REVISION
BY	PLANNING
DATE	6-2-11

**EXISTING TREE INVENTORY - SOUTH**

**L2.1**

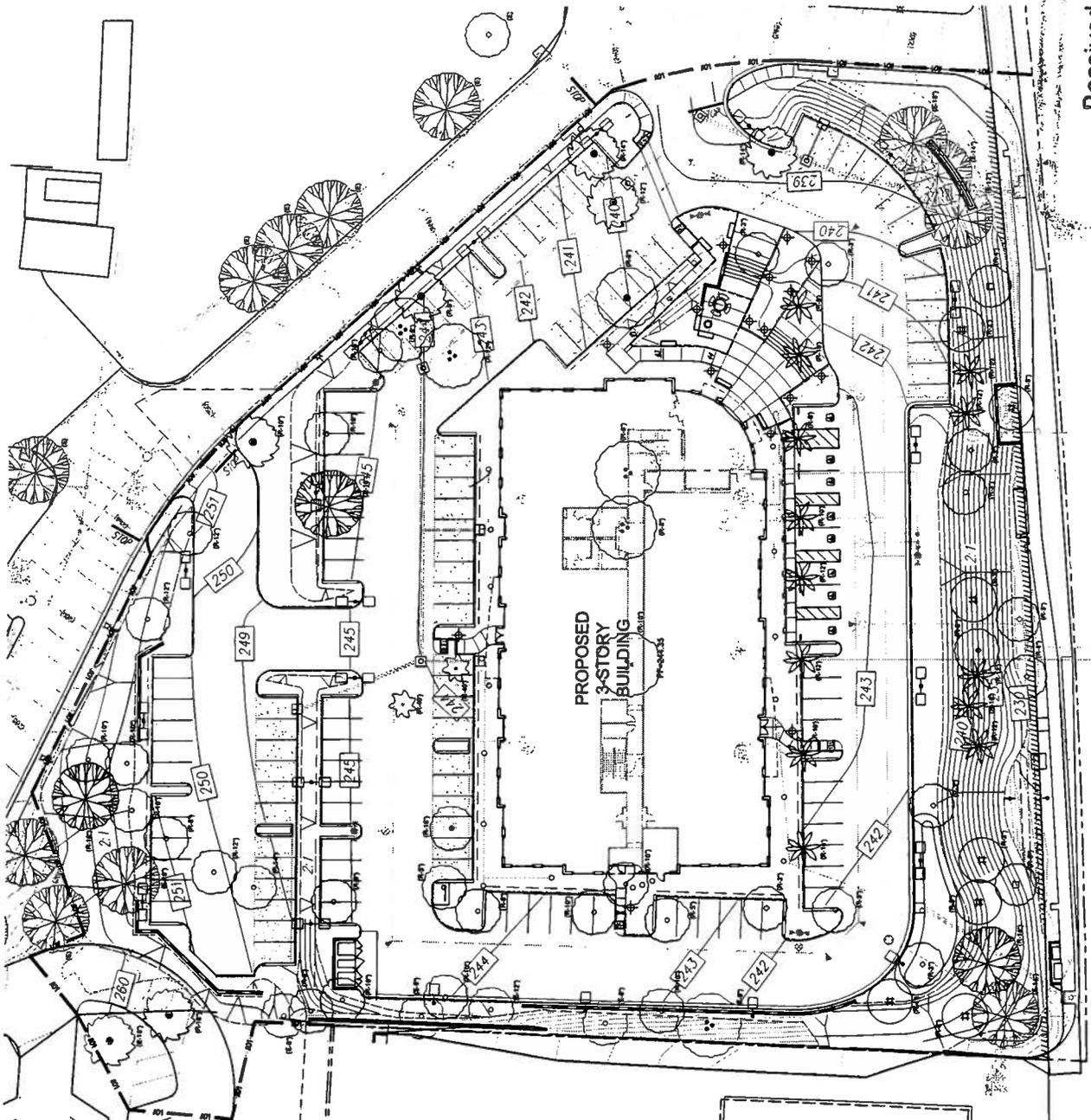


**EXISTING PLANT LEGEND**

SYMBOL	BOTANICAL COMMON NAME	BOTANICAL COMMON NAME
	CALLISTEMON VIMINALIS / BUTTERFLIGH	PRUNUS CERASIFERA / PINK BLOSSOM PLUM
	ERYTHRINA CAFFRA / CORAL TREE	PYRUS CALLERYANA / ORNAMENTAL PEAR
	EUCALYPTUS SPP. / EUCALYPTUS	ROBINIA PSEUDOACACIA / BLACK LOCUST
	LEUCADENDRON STRYDOMIFOLIUM / AFRICAN WAX TREE	SPRING TREBINTHUS QUERCUS / BRADYUM PINE
	LONICERA CONFERTIFOLIA / BUSHY BOX	SYZYGIA BOMBAKOPFANA / GREEN PALM
	PINE SPP. / PINE	WALNUT JAPONICA / JAPANESE WALNUT

**TREE REMOVAL INVENTORY**  
 SOUTH OF VISTA WAY, AREA TO BE REMOVED ARE LISTED AS FOLLOWS:

	CALLISTEMON VIMINALIS / BUTTERFLIGH	5" DIAMETER
	ERYTHRINA CAFFRA / CORAL TREE	18" DIAMETER
	EUCALYPTUS SPP. / EUCALYPTUS	12" DIAMETER
	LEUCADENDRON STRYDOMIFOLIUM / BUSHY BOX	12" DIAMETER
	PINE SPP. / PINE	12" DIAMETER
	PRUNUS CERASIFERA / PINK BLOSSOM PLUM	12" DIAMETER
	PYRUS CALLERYANA / ORNAMENTAL PEAR	12" DIAMETER
	ROBINIA PSEUDOACACIA / BLACK LOCUST	8" DIAMETER
	SYZYGIA BOMBAKOPFANA / GREEN PALM	12" DIAMETER
	WALNUT JAPONICA / JAPANESE WALNUT	48" DBH



Received  
 JUN 27 2011  
 Planning Divis



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 Fax: (619) 594-1112  
 Website: www.waa.com

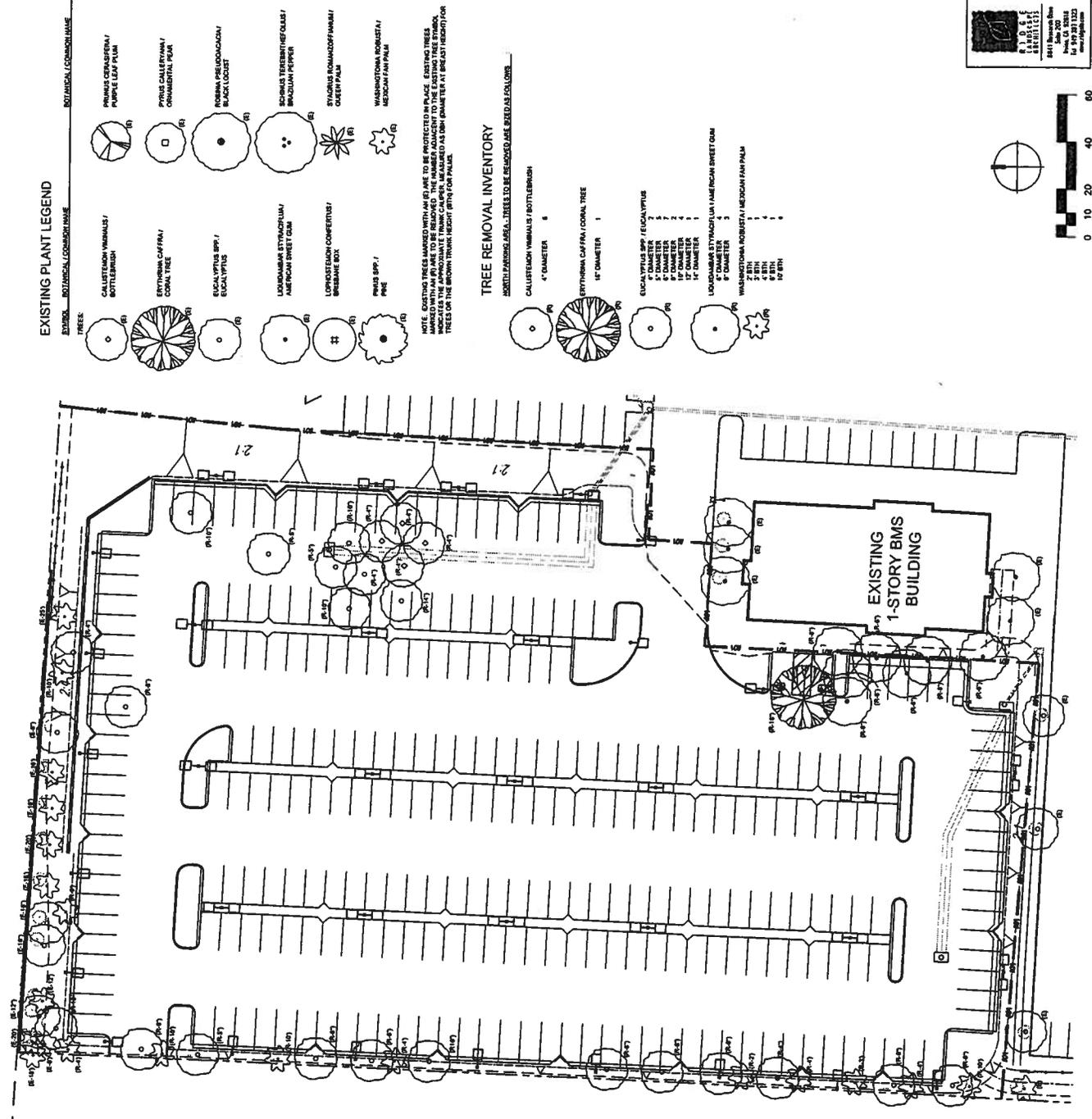


**TRI CITY MEDICAL CENTER**  
 VISTA WAY  
 OCEANSIDE, CALIFORNIA

Sheet: L2.2  
 Project: TRI CITY MEDICAL  
 Date: 10/20/10  
 Revision: 1  
 Drawing: PLANNING  
 Scale: C-2.2

**EXISTING TREE INVENTORY - NORTH**

**L2.2**



**EXISTING PLANT LEGEND**

TREE	SYMBOL	SCIENTIFIC COMMON NAME
CALLISTEMON VIMINALIS / SCOTTLAND WATTLE	(R)	CALLISTEMON VIMINALIS / SCOTTLAND WATTLE
ERTYTHRA CAFFRICA / CORAL TREE	(R)	ERTYTHRA CAFFRICA / CORAL TREE
EUCALYPTUS SPP. / EUCALYPTUS	(R)	EUCALYPTUS SPP. / EUCALYPTUS
LEUCOMAR STRYDOMIUM / AMERICAN SWEET OAK	(R)	LEUCOMAR STRYDOMIUM / AMERICAN SWEET OAK
LEPISODENDRON COMPTONII / GREY PINE	(R)	LEPISODENDRON COMPTONII / GREY PINE
PRUNUS SPP. / PEAR	(R)	PRUNUS SPP. / PEAR
PROPIUS CERASIFERA / EUROPEAN PLUM	(R)	PROPIUS CERASIFERA / EUROPEAN PLUM
PYRUS CALLERYANA / ORIENTAL PEAR	(R)	PYRUS CALLERYANA / ORIENTAL PEAR
NOBILIA PSEUDOCALCAN / BLACK LOCUST	(R)	NOBILIA PSEUDOCALCAN / BLACK LOCUST
SCHIMUS TEREBINTHIFOLIA / BRAZILIAN PEPPER	(R)	SCHIMUS TEREBINTHIFOLIA / BRAZILIAN PEPPER
STYRAX ROMANOFFIANA / QUEEN PALM	(R)	STYRAX ROMANOFFIANA / QUEEN PALM
WAGNERIA ROBERTA / MEXICAN FAN PALM	(R)	WAGNERIA ROBERTA / MEXICAN FAN PALM

**TREE REMOVAL INVENTORY**  
 THESE TREES ARE TO BE REMOVED AS SHOWN IN COLOR  
 4" DIAMETER  
 6" DIAMETER  
 8" DIAMETER  
 10" DIAMETER  
 12" DIAMETER  
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 92" DIAMETER  
 94" DIAMETER  
 96" DIAMETER  
 98" DIAMETER  
 100" DIAMETER

**TREE REMOVAL INVENTORY**

TREE	SYMBOL	SCIENTIFIC COMMON NAME
EUCALYPTUS SPP. / EUCALYPTUS	(R)	EUCALYPTUS SPP. / EUCALYPTUS
CALLISTEMON VIMINALIS / SCOTTLAND WATTLE	(R)	CALLISTEMON VIMINALIS / SCOTTLAND WATTLE
ERTYTHRA CAFFRICA / CORAL TREE	(R)	ERTYTHRA CAFFRICA / CORAL TREE
LEUCOMAR STRYDOMIUM / AMERICAN SWEET OAK	(R)	LEUCOMAR STRYDOMIUM / AMERICAN SWEET OAK
LEPISODENDRON COMPTONII / GREY PINE	(R)	LEPISODENDRON COMPTONII / GREY PINE
PRUNUS SPP. / PEAR	(R)	PRUNUS SPP. / PEAR
PROPIUS CERASIFERA / EUROPEAN PLUM	(R)	PROPIUS CERASIFERA / EUROPEAN PLUM
PYRUS CALLERYANA / ORIENTAL PEAR	(R)	PYRUS CALLERYANA / ORIENTAL PEAR
NOBILIA PSEUDOCALCAN / BLACK LOCUST	(R)	NOBILIA PSEUDOCALCAN / BLACK LOCUST
SCHIMUS TEREBINTHIFOLIA / BRAZILIAN PEPPER	(R)	SCHIMUS TEREBINTHIFOLIA / BRAZILIAN PEPPER
STYRAX ROMANOFFIANA / QUEEN PALM	(R)	STYRAX ROMANOFFIANA / QUEEN PALM
WAGNERIA ROBERTA / MEXICAN FAN PALM	(R)	WAGNERIA ROBERTA / MEXICAN FAN PALM



0 10 20 40 60

Received  
 JUN 27 2011  
 Planning Division



**MMA ARCHITECTS**  
 1445 14th Street, Suite 100  
 San Francisco, California 94103  
 415-774-3100  
 www.mma-architects.com

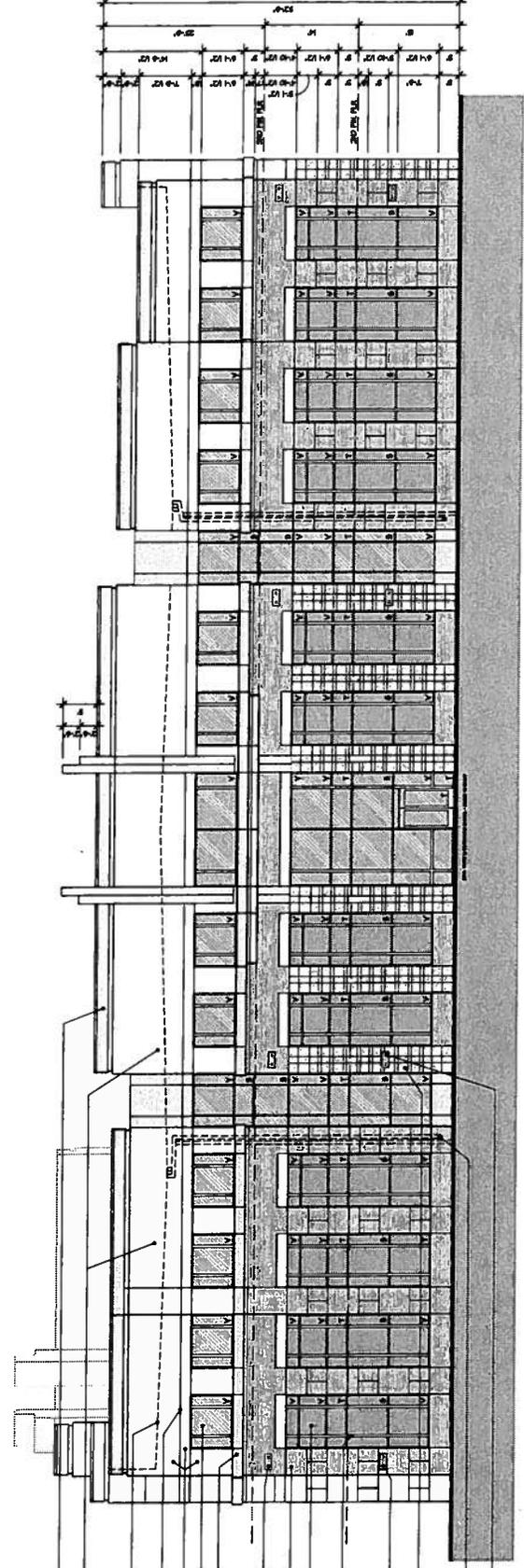


**DAVID M. MADSEN**  
 LICENSED PROFESSIONAL ENGINEER  
 LICENSE NO. 45678  
 CIVIL ENGINEERING

**TRI CITY MEDICAL CENTER**  
 4002 VISTA WAY  
 OCEANSIDE, CALIFORNIA

DATE:	1-24-11
PROJECT:	TRI CITY MEDICAL CENTER
FILE:	0000-000-000
REVISION:	
BY:	PL/MSD
CHECKED BY:	

**BUILDING ELEVATIONS**  
 SHEET NUMBER: **A3.2**



**NORTH ELEVATION**

SCALE: 1/8" = 1'-0"

**GENERAL NOTES**

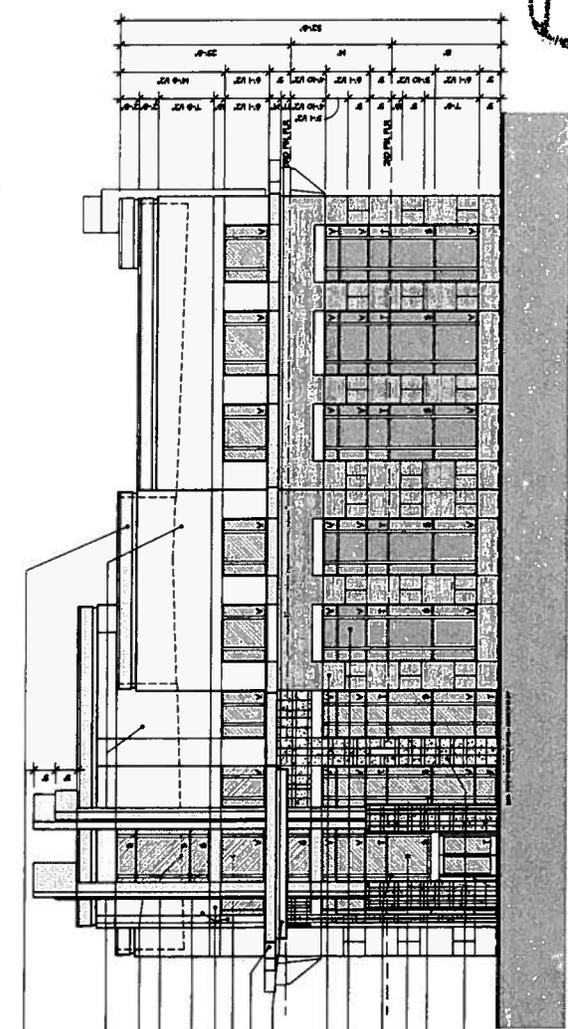
1. ALL PAINT COLORS CHANGES TO OCCUR AT INTER-CORNER BAYS.
2. ALL PAINT FINISHES ARE TO BE PLACED IN BAY SPACES EXCEPTED.
3. 100% - TOP OF FINISH ELEVATION.
4. SEE FINISH SCHEDULE FOR FINISHES.
5. A TEST SAMPLE OF THE PROPOSED EXTERIOR COLORS SHALL BE APPLIED TO THE EXTERIOR SURFACE OF THE BUILDING TO BE PAINTED. THE SAMPLE SHALL BE APPROVED AND PROVIDED BY THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE SELECTION OF THE EXTERIOR COLORS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE SELECTION OF THE EXTERIOR COLORS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE SELECTION OF THE EXTERIOR COLORS.

**GLAZING KEYNOTES**

1. WINDOW GLAZING SYSTEM: 1/2" INSULATED GLAZING UNIT (IGU) WITH 1/4" AIR SPACE.
2. WINDOW GLAZING SYSTEM: 1/2" INSULATED GLAZING UNIT (IGU) WITH 1/4" AIR SPACE.
3. WINDOW GLAZING SYSTEM: 1/2" INSULATED GLAZING UNIT (IGU) WITH 1/4" AIR SPACE.

**COLOR SCHEDULE**

1. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
2. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
3. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
4. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
5. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
6. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
7. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
8. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
9. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.
10. METAL CORNER CAP - PAINT TO MATCH HOLLOW COLOR.



**EAST ELEVATION**

SCALE: 1/8" = 1'-0"

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**McAfee Associates Architects**  
 1445 Elgin Street, Suite 100  
 San Francisco, California 94115  
 415-774-1100

ALL DATA, DIMENSIONS AND NOTES ON THIS PLAN ARE THE PROPERTY OF THE ARCHITECT. NO PART OF THIS PLAN IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



REGISTERED PROFESSIONAL ENGINEER  
 CIVIL ENGINEERING  
 No. 10000  
 State of California

**TRI CITY MEDICAL CENTER**  
 4002 VISTA WAY  
 OCEANSIDE, CALIFORNIA

DATE: 12-20-11  
 PROJECT: TRC CITY MEDICAL  
 FILE: 11-11-11  
 DRAWING: 11-11-11  
 SCALE: AS SHOWN

**SITE**  
**PHOTOMETRIC**  
**PLAN - NORTH**  
**PARKING LOT**

**E-15**

14-278

**NORTH**  
  
 25 E. Harbor City Blvd  
 Harbor City, CA 90250  
 (310) 551-1100  
**DESIGN WEST ENGINEERING**  
 ARCHITECTURAL - INTERIOR - CONSTRUCTION

SCALE: 1" = 20'-0"

SITE PHOTOMETRIC PLAN - NORTH PARKING LOT

1

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JUN 27 2011

Planning Dept.

**LUMINAIRE SCHEDULE**

Symbol	Label	Catalog Number	Height	Beam Diameter	Beam Angle	Light Output (lm)	Beam Spread (ft)	Beam Spread (ft)	Beam Spread (ft)
□	SWANSON	SWANSON	10	10	10	1000	10	10	10
□	SWANSON	SWANSON	10	10	10	1000	10	10	10

**STATISTICS**

Measurement	Symbol	Area	Beam	Area	Area	Area
Control	+	0.00	1.00	0.20	0.11	0.11





1155 5TH STREET, SUITE 1100  
 OAKLAND, CALIFORNIA 94612  
 TEL: 415.778.1100  
 FAX: 415.778.1101  
 WWW.HILLARCHITECTS.COM



DAVID A. HILL  
 ENGINEER  
 No. 45678  
 State of California

**TRI CITY MEDICAL CENTER**  
 4002 VISTA WAY  
 OAKLAND, CALIFORNIA

Date:	04/24/11
Project:	TRI CITY MEDICAL
Drawn:	DAVID HILL
Checked:	DAVID HILL
Scale:	AS SHOWN

Sheet Title: **SITE PHOTOMETRIC PLAN**

**E-14**

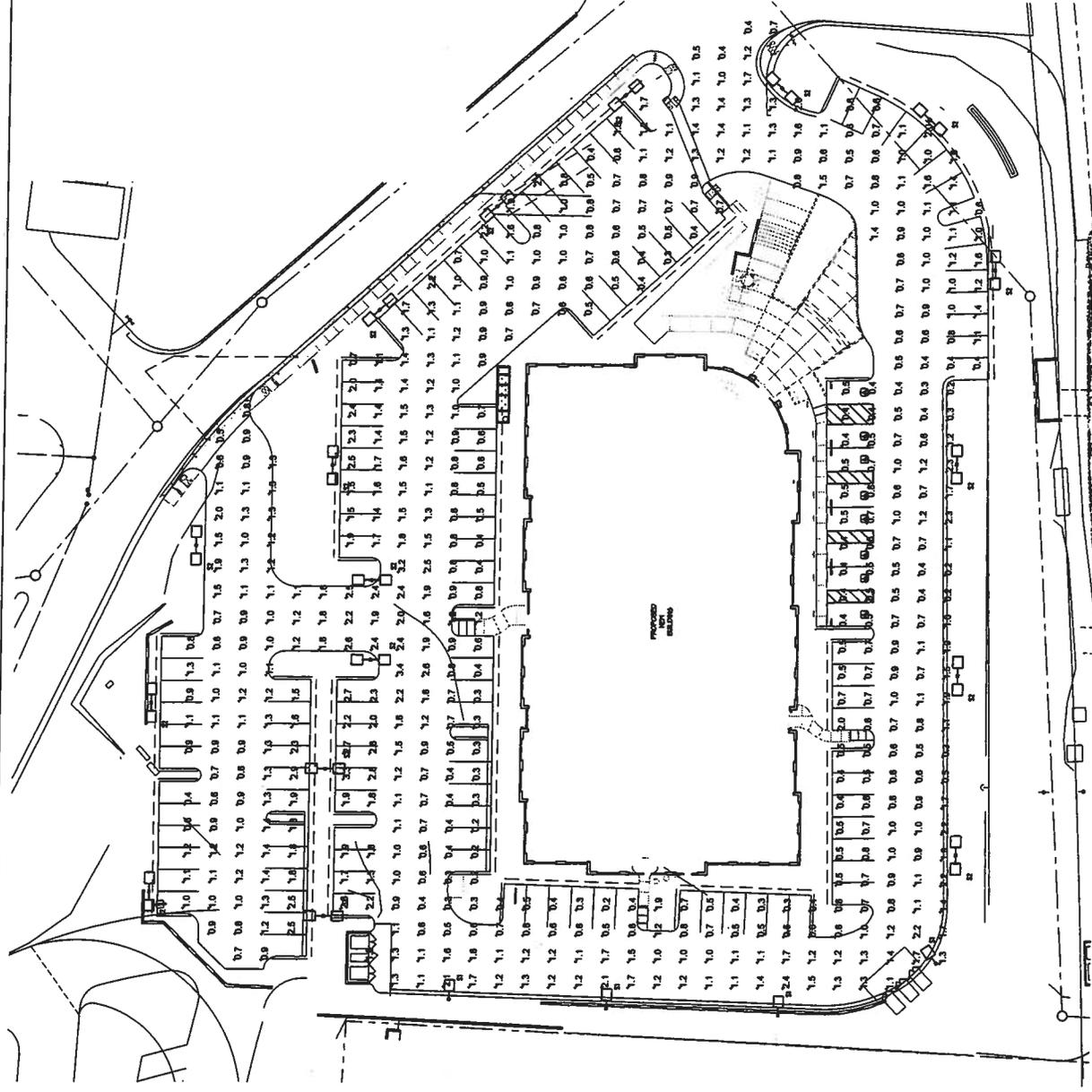
04-27

**LUMINAIRE SCHEDULE**

Symbol	Label	Company/Model	Beam Angle	Height	Footcandle	LF	Notes
□	SCHEDULED NAME	ANDERSON LED LUMINAIRE	30°	10.0	1.0	100	1.0
□	UNCHEDULED NAME	ANDERSON LED LUMINAIRE	30°	10.0	1.0	100	1.0

**STATISTICS**

Area	110	100	100	100	100	100	100
Perimeter	110	100	100	100	100	100	100
Circle Area	110	100	100	100	100	100	100



2215 Broadway, Suite 1100  
 Oakland, CA 94612  
 Tel: 415.778.1100  
 Fax: 415.778.1101  
 www.designwesteng.com

**DESIGN WEST ENGINEERING**  
 ARCHITECTURAL ENGINEERING

**SITE PHOTOMETRIC PLAN**

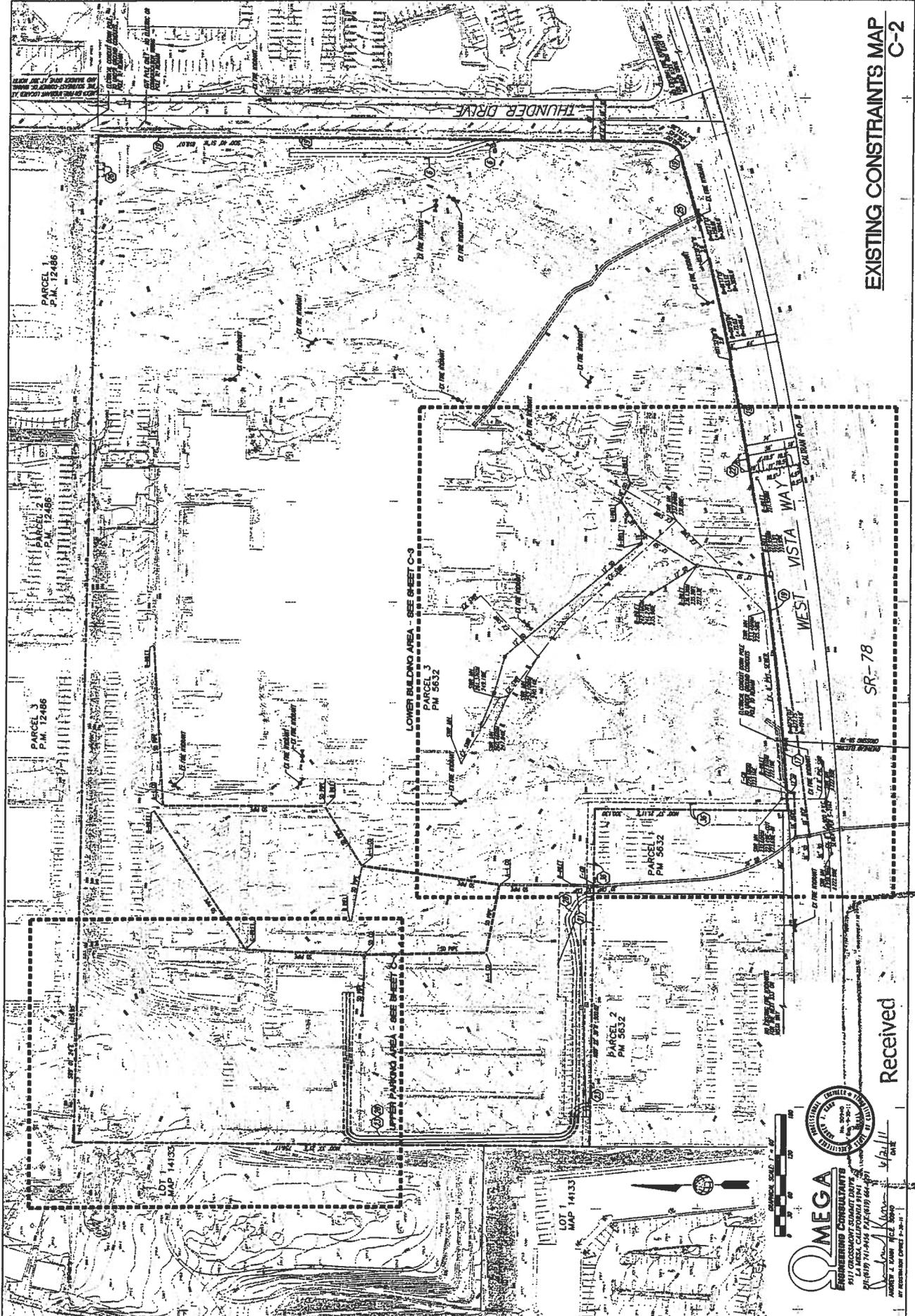
SCALE: 1" = 20'-0"

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 JUN 27 2011  
 Planning Division



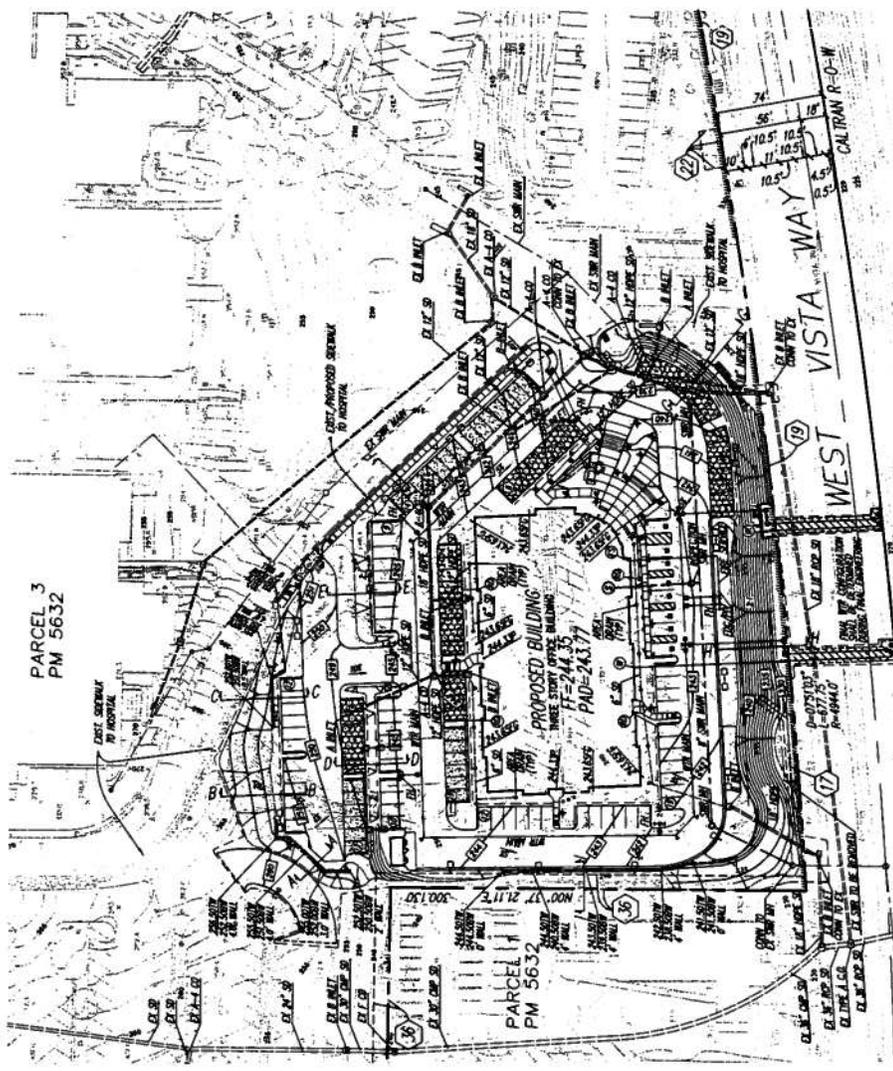
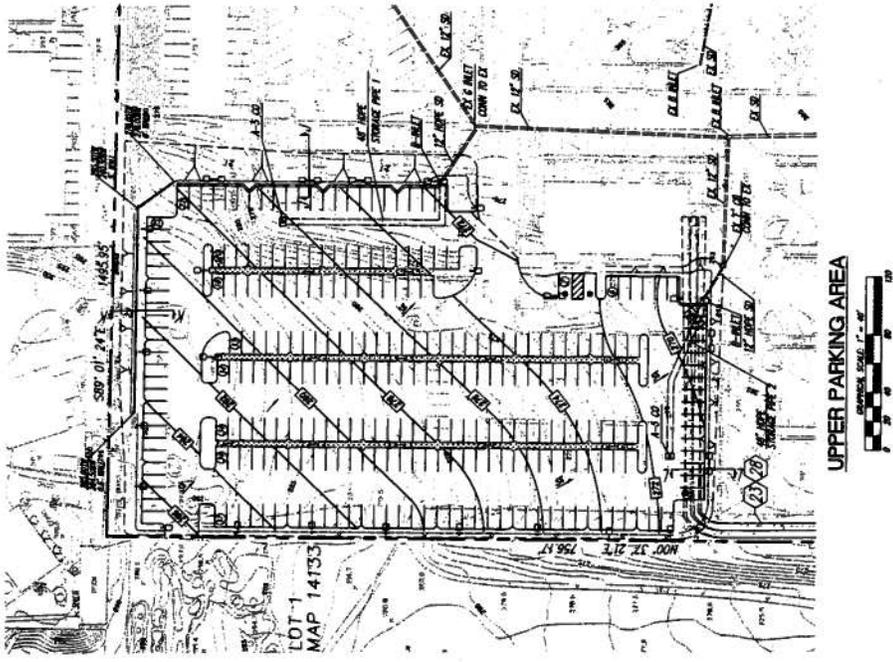
**EXISTING CONSTRAINTS MAP**  
C-2



**OMEGA**  
ENGINEERING CONSULTANTS  
211 CROSSMOUNT SUBURB DRIVE  
CITY OF RIVERSIDE, CALIFORNIA 92504  
RIVERSIDE, CALIFORNIA 92504  
PHONE: 951-514-1111  
FAX: 951-514-1111  
WWW.OMEGA-ENG.COM

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**MEGA**  
ENGINEERING CONSULTANTS  
7111 WILSON AVENUE  
LA BREA, CALIFORNIA 91031  
PH: (619) 741-1658 FAX: (619) 664-4781

LOWER BUILDING AREA  
GRAPHICAL SCALE: 1" = 40'

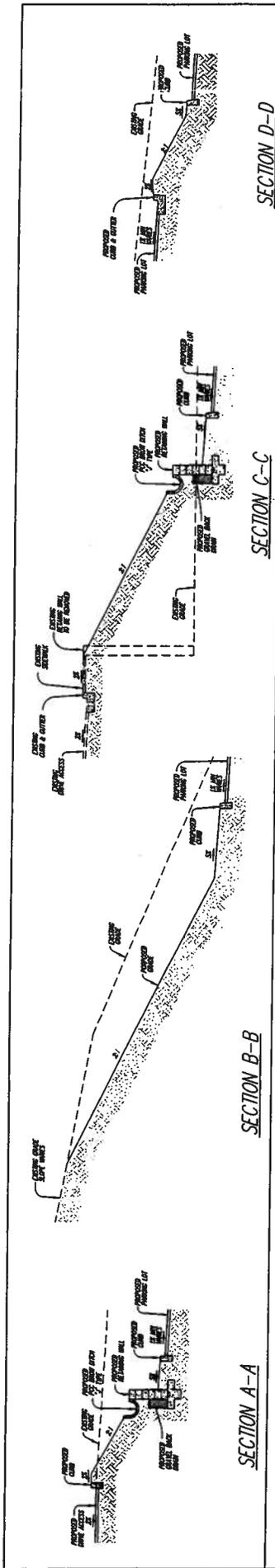
UPPER PARKING AREA  
GRAPHICAL SCALE: 1" = 50'

*David S. Khan*  
ARCHITECT & LANDSCAPE ARCHITECT  
BY REGISTRATION LICENSE 1-20-11

CONCEPTUAL GRADING MAP - TRI-CITY MEDICAL CENTER BUILDING

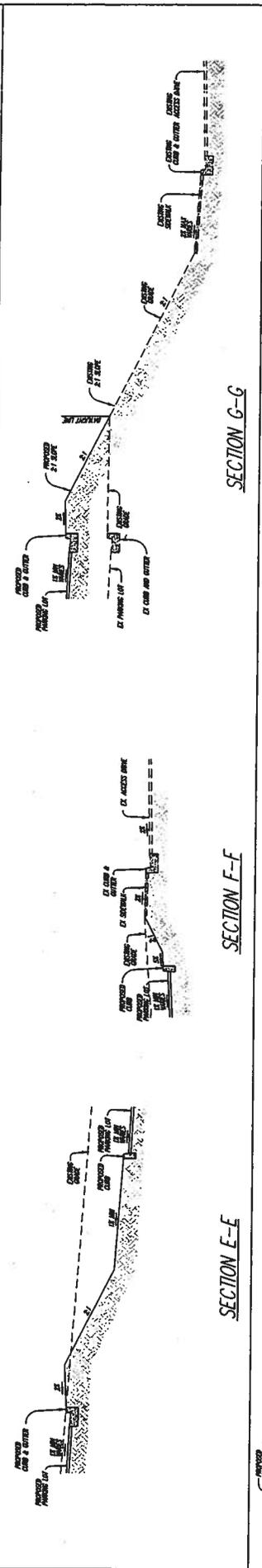
C-3

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Planning



SECTION A-A

SECTION B-B



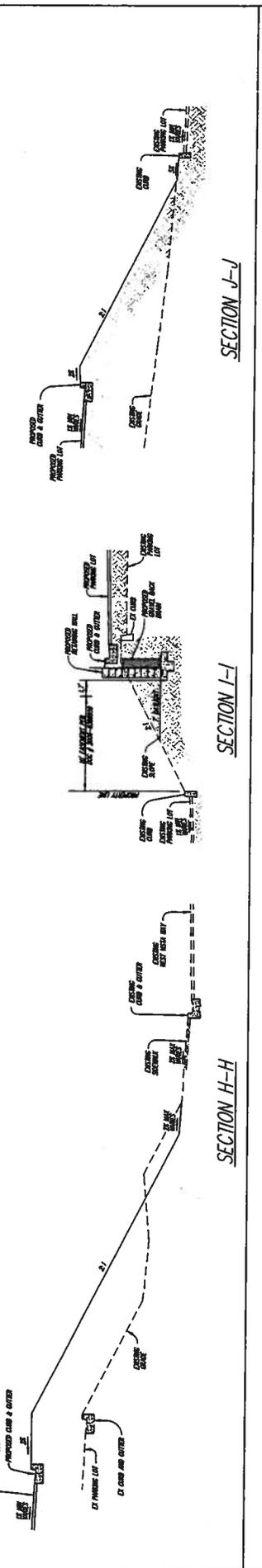
SECTION C-C

SECTION D-D

SECTION E-E

SECTION F-F

SECTION G-G



SECTION H-H

SECTION I-I

SECTION J-J

SECTION K-K



OMEGA ENGINEERING CONSULTANTS  
 7110 S. MAIN STREET, SUITE 100  
 LOS ANGELES, CALIFORNIA 90048  
 PH: (310) 741-5456 FAX: (310) 664-1891

*Richard Kavan*  
 ARCHITECT  
 11111 WILSON BLVD., SUITE 100  
 LOS ANGELES, CA 90024  
 PH: (310) 741-5456 FAX: (310) 664-1891

SECTIONS - TRI-CITY MEDICAL CENTER BUILDING

SECTION I-I RECEIVED

JUN 27 2011

Planning Division

C-4

1 PLANNING COMMISSION  
2 RESOLUTION NO. 2011-P27

3 A RESOLUTION OF THE PLANNING COMMISSION OF THE  
4 CITY OF OCEANSIDE, CALIFORNIA APPROVING THE  
5 MITIGATED NEGATIVE DECLARATION AND ASSOCIATED  
6 MITIGATION MONITORING AND REPORTING PROGRAM  
FOR THE TRI-CITY MEDICAL CENTER/ MEDICAL OFFICE  
BUILDING ON CERTAIN REAL PROPERTY IN THE CITY OF  
OCEANSIDE

---

7 APPLICANT: City of Oceanside  
8 LOCATION: 4002 Vista Way

---

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

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

14 WHEREAS, the Planning Commission, after giving the required notice, did on the 8th day  
15 of August 2011, conduct a duly advertised public hearing on the content of the Mitigated Negative  
16 declaration and the Mitigation Monitoring and Reporting program; and

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

19 For the Mitigated Negative Declaration:

- 20 1. The Mitigated negative Declaration was completed in compliance with the provisions of  
21 the California Environmental Quality Act (CEQA).
- 22 2. There are certain significant environmental effects unless mitigated, detailed in the  
23 Mitigated Negative Declaration which have been avoided by the establishment of measures  
24 which are detailed in Exhibit "A" Initial Study/Environmental Checklist and Exhibit "B"  
25 Mitigation Monitoring and Reporting Program for the Tri-City Medical Center/ Medical  
Office Building.

26 ////////////////

27 ////////////////

1 3. The Mitigated Negative Declaration and Mitigation and Monitoring and Reporting  
2 Programs for the project were presented to the Planning Commission, and the Planning  
3 Commission reviewed and considered the information contained in these documents prior  
4 to making a decision. The Mitigated Negative Declaration and Mitigation Monitoring and  
5 Reporting Program for the project have been determined to be accurate and adequate  
6 documents, which reflect the independent judgment of the City.

7 NOW, THEREFORE, BE IT RESOLVED as follows:

- 8 1. The Planning Commission does hereby approve the Mitigated Negative Declaration for the  
9 Tri-City Medical Center/Medical Office Building.
- 10 2. Pursuant to Public Resources Code Section 21081.6 the Planning Commission adopts the  
11 Mitigation Monitoring and Reporting Program (MMRP) for the Tri-City Medical Center/  
12 Medical Office Building and finds and determines that said programs are designed to  
13 ensure compliance with the mitigation measures during project implementation.

14 PASSED AND ADOPTED Resolution No. 2011-P27 on August 8, 2011 by the following vote, to  
15 wit:

16 AYES:

17 NAYS:

18 ABSENT:

19 ABSTAIN:

20 \_\_\_\_\_  
21 Tom Rosales, Chairperson  
22 Oceanside Planning Commission

23 ATTEST:

24 \_\_\_\_\_  
25 Jerry Hittleman, Secretary

26 I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that  
27 this is a true and correct copy of Resolution No. 2011-P27.

28 Dated: August 8, 2011

**ATTACHMENT 2**

**EXHIBIT "A"**

**Initial Study/ Mitigated Negative Declaration**

**For**

**Tri-City Medical Center/ Medical Office Building**



DATE POSTED:  
REMOVE POST:  
 20 days; or,  
 30 day for SCH review

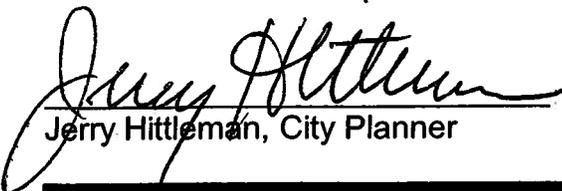
## MITIGATED NEGATIVE DECLARATION

city of Oceanside, California

---

1. **APPLICANT:** Landreth Development & Consulting
2. **ADDRESS:** P.O. Box 231483, Encinitas CA 92023
3. **PHONE NUMBER:** 760-477-8188
4. **LEAD AGENCY:** City of Oceanside, 300 N. Coast Hwy., 92054
5. **PROJECT MGR.:** Amy Fousekis, Principal Planner
6. **PROJECT TITLE:** Tri-City Hospital Medical Office Building
7. **DESCRIPTION:** 1) A development plan (D11-00002) for the improvement of two areas totaling 5.13 acres, within the 30.97 acre Tri-City Medical Center property at 4002 Vista Way, with a 57,476 sq. ft. (3-story) medical office building, removal of several ancillary buildings totaling 11,018 sq. ft., reconfiguration of existing parking, landscaping and associated infrastructure improvements; and 2) A conditional use permit (CUP11-00002) to allow the proposed medical office building height (64 ft.) to exceed the maximum structure height permitted (50 ft.) within the CP (Commercial Professional) zoning district.

**CITY PLANNER DETERMINATION:** This project has been evaluated by the City Planner of the City of Oceanside in accordance with the Section 21080(c) of the California Environmental Quality Act (CEQA). On July 8, 2011, the City Planner determined that this project will not have a potentially significant adverse effect on the environment and issued a Mitigated Negative Declaration (MND). The basis for the City Planner's determination is the Initial Study prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Copies may be reviewed or obtained from the Planning Division in City Hall located at 300 N. Coast Hwy. South Building. All public comments on the negative declaration must be provided in writing to the Planning Division on or before the "Posting Removal Date" cited above.

  
Jerry Hittleman, City Planner

---

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



## INITIAL STUDY City of Oceanside California

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Received

JUL 6 2011

Planning Division

1. **PROJECT:** File #D11-00002 / CUP11-00002 / Tri-City Medical Center – Tri-City Medical Office
2. **LEAD AGENCY:** City of Oceanside Planning Department  
300 N. Coast Highway  
Oceanside, CA 92054-2885
3. **CONTACT PERSON & PHONE:** Amy Fousekis, Principal Planner  
Phone: 760-435-3534  
Fax: 760-754-2958

**4. PROJECT LOCATION:**

The proposed Tri-City Medical Office site is located at the existing Tri-City Medical Center, located northwest of the intersection of Vista Way and Thunder Drive in Oceanside, California, in northwestern San Diego County. The Tri-City Medical Center is referenced by the street address of 4002 Vista Way. The Center is bounded to the east by Thunder Drive; to the north by office buildings and single-family residences; to the west by a medical office building and a vacant lot; and, to the south by Vista Way. The general location of the site is illustrated in Figure 1, Regional/Local Site Location Map, of this Initial Study.

The proposed Project involves development of two separate land areas, with a combined total of approximately 5.13 acres, within the boundaries of the Tri-City Medical Center. The two land areas affected by the proposed Project currently support existing surface parking lots. The first area proposed for development is presently a staff parking lot located in the southwest portion of the overall site. The second area proposed for development is located within the northwest corner of the overall site. This area is currently used for automobile parking.

5. **APPLICANT:** Landreth Development and Consulting  
PO Box 231483  
Oceanside, California 92024  
Attention: Rich Landreth

**6. GENERAL PLAN DESIGNATION:**

The site has a City of Oceanside General Plan land use designation of Professional Commercial (PC). The proposed medical office is a permitted use under the current land use designation.

**7. ZONING:**

The site is zoned Commercial Professional (CP). The proposed medical office is a permitted use under the current zoning.

The Project requires approval of a Conditional Use Permit (CUP) to address the proposed building height.

**8. PROJECT DESCRIPTION:**

The proposed 5.13-acre Project development area represents a total combined acreage of two separate development areas situated within the larger approximately 31-acre Tri-City Medical Center property, located at 4002 Vista Way in Oceanside; refer to Figure 2, Aerial Photograph. The two separate development areas located within the overall parcel that contains the Tri-City Medical Center complex. The southern development area (2.99 acres) is located on the north side of Vista Way and just west of the main entrance to the hospital property. This area will house the proposed 57,476 square foot (s.f.), three-

story medical office building and surrounding paved parking and drive areas. The northern development area (2.14 acres) is located at the northwest corner of the hospital parcel and will provide additional surface parking to support the proposed medical office building and other existing hospital facilities. The existing site areas proposed for development are currently used for staff parking in association with the hospital. Refer to Figures 3A to 3C for illustrations of the Site Plan for the proposed development areas.

Proposed uses would be typical of those found in other medical office buildings, and may include physician, diagnostic and administrative space. The offices are planned to be open during standard business hours (7:00 a.m. to 5:00 p.m.), with staff arrivals and departures about an hour earlier or later.

Several small, existing ancillary buildings that currently provide support services the hospital (file storage, facilities support, and employee training) are located within the proposed development areas. These buildings would be demolished with their current uses being relocated and incorporated into the existing hospital facilities. Refer to Figure 3D, Overall Site Demo Plan.

The subject development areas are currently owned by the Tri-City Hospital District. The District will continue to own the property once the proposed Project has been constructed. While the medical office building will not be a part of the hospital operations, it will provide complementary services and an opportunity for doctors affiliated with the hospital to have convenient medical office space in close proximity to the hospital. The Project requires approval of a Development Plan and Conditional Use Permit from the City of Oceanside.

Refer also to Figure 3E, Conceptual Grading Plan, and Figure 3F, Site Cross-Sections, for additional illustration of the proposed site development for the Tri-City Medical Center.

### ***Landscape Concept Plan***

Landscaping is proposed for both development areas along the site perimeters, throughout both proposed parking lot areas, and with significant accent plantings adjacent to the proposed building. The front building entry is comprised of a large, stepped walkway and plaza space that is aligned radially to the entrance. Offset from the entry plaza is a patio space with table and seating areas that would be available to employees, patients and those waiting for patients. This passive space would be buffered from surroundings by tree and shrub landscaping and would also be utilized as an employee eating area. This area exceeds the minimum 1,000 square foot size required by code.

Within the northern development area planned for parking, existing Eucalyptus and Mexican Fan Palm trees would remain along the north and south site boundaries. In the southern development area, landscaping within the existing parking lot would be removed to allow for the proposed medical office building and parking areas, and would be replaced by landscaping as shown on the Conceptual Landscape Plan; refer to Figures 4A and 4B. A variety of existing trees along the Vista Way frontage and western boundary of the southern site area would remain in place.

The Project is required to provide a minimum of 15% of onsite landscape areas. As proposed, the Project would provide an overall total of approximately 30% (67,450 sq. ft.) of onsite landscaping within both development areas (45,468 s.f. in the southern area and 21,982 s.f. in the northern area), thereby far exceeding the City's requirements for landscaping.

### ***Architectural Design***

The architecture of the proposed medical office building and the site layout have been designed to reflect the existing neighborhood context and complement the surrounding architectural character. The proposed architecture is a contemporary design that blends modern style accents, classic building lines and current medical office standards. Natural stone veneer, prominent window features with low reflective glazing, and earth-tone facade elements would comprise the majority of the building. Metal window mullions,

decorative horizontal aluminum banding, and decorative metal cornice features (all champagne gold in color) would be utilized as consistent architectural accent elements to define the vertical organization of the building facades. Elongated window elements extending from the first to the second story of the building, with separate third story windows aligned vertically, are featured prominently in the facade design. These window features provide a strong organizational design element to the building. Refer to Figures 5A and 5B, Building Elevations.

### ***Access, Circulation and Parking***

The proposed medical office building would be accessed at two locations from the existing main entry drive for the hospital that presently connects to Vista Way. The proposed layout accommodates vehicular circulation throughout this site area and also provides parking spaces located around the perimeter of the building. Pedestrian circulation has been incorporated throughout this site area. An accessible path of travel would be provided to the building from Vista Way and areas internal to the hospital complex via sidewalks and pathways.

The northern development area would consist of a parking lot that will be connected via an existing driveway to adjacent circulation drives and parking areas currently supporting the hospital complex. An access drive is reserved at the parking lot's northwest corner to provide for a future connection to any development occurring on the vacant property west of this site.

Loading spaces for the Project are planned to be provided via the existing main shipping and receiving area for the hospital. The existing loading dock and delivery area are located immediately north of the proposed medical office building site on the opposite side of the hospital entry drive. This area would provide the prescribed loading spaces as required by code.

The proposed Project would remove existing parking spaces associated with the hospital complex, but would provide new parking areas as required for the medical office use and would replace the required spaces for the existing hospital facilities. The majority of required parking would be provided adjacent to the medical office building in the southern development area, while additional required parking spaces would be provided in the proposed northern parking area. Per Section 3103 of the City of Oceanside Zoning Ordinance, a medical office use requires one space per 200 s.f., resulting in a total of 288 spaces required for the medical office building. A total of 223 spaces required for the existing hospital use would be removed with the Project; however, the Project would provide 128 spaces in the southern development area with an additional 281 spaces provided in the northern development area, thereby providing an overall total of 409 parking spaces onsite between both development areas, exceeding the City's parking requirements.

### ***Grading Design and Engineering***

The existing grades generally fall across the Project site from northwest to southeast. In creating the level areas for the building and parking areas, the site grading respects the existing, surrounding uses and slope conditions present in both development areas. The boundary of the northern development area, adjacent to existing single-family homes and medical office uses, has a grading setback of approximately 20 feet, with a 2:1 cut slope down to the new parking lot area, providing an extensive (25-foot minimum) area for landscaping. The southern development area would accommodate some existing steep internal grades to provide for parking and building pad areas. Several retaining walls are required for the Project, none of which would exceed four feet in height. Refer also to Figure 3E, Conceptual Grading Plan, and Figure 3F, Site Cross-Sections, for additional illustration of the proposed site development for the Tri-City Medical Center.

### **Utilities**

Water service for the medical office building is proposed via connection to an existing two-inch public water line within Vista Way. Both a domestic service line and a fire service line are provided. A six-inch sewer line would be connected to an existing eight-inch line internal to the hospital parcel, running parallel to Vista Way.

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

Regionally, the Project site is located in northwestern San Diego County in the community of Oceanside. To the north is the U.S. Marine Corps Base Camp Joseph H. Pendleton; to the east are the City of Vista and unincorporated County lands; to the south is the City of Carlsbad; and, to the west is the Pacific Ocean. The community of Oceanside is located approximately 40 miles north of Downtown San Diego.

Locally, the proposed Tri-City Medical Office Building site is located at the existing Tri-City Medical Center, which is located northwest of the intersection of Vista Way and Thunder Drive in Oceanside. The Center is referenced by the street address of 4002 Vista Way. The Center is bounded to the east by Thunder Drive; to the north by office buildings and single-family residences; to the west by a medical office building and a vacant lot; and, to the south by Vista Way. The general location of the site is illustrated in Figure 1, Regional/Local Site Location Map, of this Initial Study.

The Tri-City Medical Center facility, a publicly-owned hospital, is located to the north and east of the proposed development. A cluster of medical buildings and various commercial uses are located to the west. An undeveloped lot previously approved for a medical office building and surgery center (D-25-06; C-6-7 approved in February 2008) is also located west of a portion of the site currently proposed for development. Medical office and residential uses are located to the north. The Highway 78 corridor is located to the south, with a large commercial area located further south. State Route 78 (SR 78) is located approximately 100 feet (0.02 mile) south of the site. The Thomas Brothers Coordinates are: Page 1107/B1 and B2.

### **10. OTHER REQUIRED AGENCY APPROVALS:**

General Construction Permit – Regional Water Quality Control Board

State Water Resources Control Board (SWRCB)

### **11. PREVIOUS ENVIRONMENTAL DOCUMENTATION:**

*General Plan*, City of Oceanside. June 2002.

*Global Climate Change Analysis*. LDN Consulting, Inc. April 4, 2011.

*Municipal Code, City of Oceanside Codified through Ord. No. 07-OR0438-1, enacted Aug. 1, 2007.*  
(Supplement No. 57)

*Preliminary Hydrology Report*. Prepared by Buccola Engineering, Inc. June 2011.

*Geotechnical Investigation*. Prepared by Southern California Geotechnical. January 28, 2011.

*Response to Preliminary Staff Concerns for Proposed Tri-City Medical Office Building*. Prepared February 110, 2011.

*Final Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan* (December 2005).

*Storm Water Management Plan.* Prepared by Buccola Engineering, Inc. June 2011.

*Traffic Impact Analysis Report.* Prepared by RBF Consulting, June 2011.

*Zoning Ordinance, City of Oceanside. June 24, 1988.*

## 12. CONSULTATION:

Federal, State, and Other Local Agencies: None

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

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics           | <input type="checkbox"/> Agricultural                  | <input type="checkbox"/> Air Quality                       |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology & Soils        |
| <input type="checkbox"/> Hazards                         | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Land Use & Planning               |
| <input type="checkbox"/> Mineral Resources               | <input checked="" type="checkbox"/> Noise              | <input type="checkbox"/> Population & Housing              |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                    | <input checked="" type="checkbox"/> Transportation/Traffic |
| <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. These 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
<b>14.1 AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Have a substantial adverse effect on a scenic vista?*

**No Impact.** The proposed Project site is not located directly along or in view from an officially designated scenic highway. There are no designated scenic vistas located within the vicinity of the Project area. Therefore, there are no impacts related to this issue, and no mitigation is required.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

**Less than Significant Impact.** The Project site is not located along a designated State Scenic Highway. No scenic resources would be substantially damaged during Project construction activities, nor would any such resources be disturbed for the long-term. Furthermore, the Project site does not presently support scenic resources such as trees, outcroppings, or historic buildings, as the site currently supports two surface parking areas. Therefore, no significant impacts related to this issue would occur, and no mitigation is required.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

**Less than Significant Impact.**

*Construction Impacts*

The main public views into the Project site occur along the Project frontage on Vista Way and from Highway 78. Potential short-term construction-related impacts on the existing visual environment would potentially consist of grading and building construction activities, the presence of construction equipment and vehicles, and additional signage and warning markers for the purposes of traffic control. Other than installation of the traffic signal at the Tri-City Medical Center entrance and Vista Way, all Project construction would occur within the two proposed development areas, and thereby distanced from publicly-owned lands offsite. No valuable existing aesthetic resources would be destroyed as a result of construction-related activities, as the two proposed development areas currently support surface parking lots. Potential aesthetic impacts resulting during the construction phase would be short-term impacts and would cease upon Project completion. Therefore, Project construction would not substantially degrade the existing visual character or quality of the site and its surrounding. Potential construction impacts on visual resources are considered to be less than significant, and no mitigation measures are required.

### *Development Impacts*

The land areas affected by the proposed Project are highly developed/disturbed as they currently support surface parking lots. As such, the Project site does not support extensive native vegetation that contributes to the visual character of the site or that would require disturbance or removal to allow for the proposed improvements. Existing Eucalyptus and Mexican Fan Palm trees would remain along the north and south boundaries of the northern development area with Project implementation. In the southern development area, landscaping within the existing parking lot would be removed to allow for development of the medical office building and parking areas, and replacement landscaping materials as shown on the Conceptual Landscape Plan would be installed; refer to Figures 4A and 4B, Landscape Concept Plan, for the northern and southern development areas. A variety of existing trees along the Vista Way frontage and western boundary of this area would remain in place with the Project, and combined with proposed Project landscaping, would partially screen views into the site from Vista Way and Highway 78.

The proposed medical building would be visually consistent with existing uses associated with the Tri-City Medical Center and other similar commercial medical-type uses on surrounding parcels. As the site is zoned for a professional commercial use, the proposed development fits within the existing framework and scale of the surrounding community. The architecture of the proposed medical office building and the site layout have been designed to reflect the existing neighborhood context and complement the surrounding architectural character. The proposed architectural style is a contemporary design that blends modern style accents, classic building lines and current medical office standards. Natural stone veneer, prominent window features with low reflective glazing, and earth-tone facade elements would comprise the majority of the building. Metal window mullions, decorative horizontal aluminum banding, and decorative metal cornice features (all champagne gold in color) would be utilized as consistent architectural accent elements to define the vertical organization of the building facades.

Additionally, a Conditional Use Permit has been requested to address the maximum proposed building height of 64 feet. The maximum height allowed in the Commercial Professional zone is 50 feet. Per Section 1130(v) of the Zoning Ordinance, the maximum height of structures may be increased beyond 50 feet with approval of a Conditional Use Permit. The plans show a maximum height of 64 feet to the top of the architectural entry features. This height is justified in helping to provide a unique and high-quality architectural character for the medical office building that would be situated in a highly visible location near the main entry of the Tri-City Medical Center. The increased height of the parapet would also be utilized to screen the building's rooftop mechanical equipment. The proposed height and scale of the building would blend in appropriately with its surroundings. The building would be located as part of the overall hospital Center along the Highway 78 corridor that is heavily developed with existing commercial and office uses. The building would generally be viewed against the backdrop of the much larger and taller (5-8 stories) hospital facility. The proposed building would also be located in one of the areas of lower elevation within the Medical Center and would not be visible from the nearest residential areas located near the far northwest corner of the hospital parcel. Therefore, although a CUP is required to allow for the proposed medical building height, the slight increase in building height would not create a significant visual contrast with surrounding uses. Additionally, the proposed medical building would be distanced from Vista Way and Highway 78 and buffered by perimeter landscaping, thereby reducing views into the site from the adjacent roadways. For the above reasons, the proposed Project would not have a negative visual impact on its surroundings by substantially degrading the existing visual character or quality of the site and its surroundings. Impacts would be less than significant, and no mitigation is required.

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

### **Potentially Significant Impact Unless Mitigated.**

The proposed Project would not create any new significant sources of lighting or glare. The City of Oceanside Zoning Ordinance (ZO) requires that all outdoor lighting use shielded luminaries with glare

control to prevent light spillover onto adjacent areas. Project lighting would be required to conform to the Light Pollution Regulations of the City of Oceanside Ordinance Code (Chapter 39, Sections 39.1-39.11), including lamp type and shielding requirements per fixture and hours of operation limitations for outdoor lighting and searchlights. In addition, the Project would implement mitigation measures to control outdoor lighting and potential sources of glare to reduce potential impacts to less than significant.

Mitigation Measures:

- AES #1 The Project shall not install outdoor lighting that directly illuminates neighboring properties.
- AES #2 The Project shall not install outdoor lighting that would cast a direct beam angle towards a potential observer, such as motorists, cyclists, or pedestrians.
- AES #3 The Project shall not install outdoor lighting for vertical surfaces such as buildings, landscaping, or signs in a manner that would result in useful light or spill light being cast beyond the boundaries of the intended area to be lit.
- AES #4 The Project shall not install any highly reflective surfaces such as glare-producing glass or high-gloss surface color that will be visible along roadways, driveways, or pedestrian walkways.

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

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

The following response applies to Questions a, b, and c above.

**No Impact.** The Project site is located within the City of Oceanside, which is an urbanized area, and presently supports two surface parking lots. The proposed Project site is zoned Commercial Professional (CP) based on the City of Oceanside Zoning Ordinance. No farmland, agricultural zoning, or Williamson Act contracts exist within or adjacent to the Project site. As such, no impacts to farmland or agriculture would occur as a result of the proposed Project, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.3 AIR QUALITY.</b> Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 in the San Diego Air Basin and is subject to the Regional Air Quality Strategy (RAQS), which describes air pollution control strategies to be utilized by cities/counties in the air basin. The main purpose of the RAQS is to bring the region (air basin) into compliance with the requirements of Federal and State air quality standards. For a project to be consistent with the RAQS, pollutants emitted from a project may not exceed the San Diego Air Pollution Control District (SDAPCD) daily thresholds or cause a significant impact on air quality. The RAQS uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status.

The proposed Project would be required to be consistent with and not obstruct implementation of any local or regional air quality plans. As such, no impacts related to air quality are anticipated, and no mitigation is required.

**Greenhouse Gases**

**Regulatory Environment**

*AB 1493 (Pavley) Standards*

Assembly Bill 1493 was California's first bill aimed at greenhouse gas reductions within the State of California and was approved by the Governor in 2002. The bill required the State Board to develop and adopt motor vehicle regulations to cost-effectively reduce greenhouse gases by January 1, 2005, with enforcement of such regulations beginning one year later. The State board was made responsible for development and adoption of regulations that achieved the maximum feasible and cost-effective reduction of greenhouse gas emissions from motor vehicles.

### *Assembly Bill 32*

The Global Warming Solutions Act of 2006 (AB 32), requires that by 2020, California's greenhouse gas emissions be reduced to 1990 levels, or roughly a 28.3 percent reduction overall. Significance thresholds have not been adopted, but are currently being discussed. AB 32 is specific as to when thresholds shall be defined.

### *Senate Bill 97*

SB 97 requires the California Governor's Office of Planning and Research to prepare and transmit to the Resources Agency, guidelines and directed amendments to the CEQA statute specifically for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions.

### *Energy Independence and Security Act of 2007*

The Energy Independence and Security Act of 2007 (P.L. 110-140, H.R. 6) is an energy policy law adopted by Congress that consists of provisions designed to increase energy efficiency and the availability of renewable energy. The law will require automakers to boost fleet-wide gas mileage averages from the current 25 miles per gallons (mpg) to 35 mpg by 2020, which will reduce energy needs by 28.5 percent overall. This fleet-wide average is known as the Corporate Average Fuel Economy (CAFE) standard. CAFE standards are similar to requirements developed within AB 1493 regulations; however, AB 1493 regulations would not reduce greenhouse gas levels as quickly. The United States Environmental Protection Agency (U.S. EPA) denied the State of California from implementing AB 1493.

### *Executive Order S-01-07*

Executive Order S-01-07 was signed by Governor Arnold Schwarzenegger in January 2007 and is effectively known as the Low Carbon Fuel Standard (LCFS). The executive order seeks to reduce the carbon intensity of California's passenger vehicle fuels by at least 10% by 2020. The LCFS will require fuel providers in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO<sub>2</sub>e grams per unit of fuel energy sold.

### **California Environmental Quality Act (CEQA) Significance Thresholds**

As directed by SB 97, the Natural Resources Agency adopted Amendments to Title 14 Division 6 Chapter 3 CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments became effective on March 18, 2010.

### **Greenhouse Gas Thresholds of Significance**

Per the requirements of AB 32, discrete early action greenhouse gas emission reduction measures are enforceable as of January 1, 2010 (Climate Change Scoping Plan – California Air Resource Board – December 2008). The Board adopted nine discrete early action items, which identified within the Scoping plan however, none of the discretionary measures relate to the Project at hand.

### *Impact Analysis*

The California Air Pollution Control Officers Association (CAPCOA) published a white paper, which suggested a screening criterion of 900 metric tons per year of GHGs and require all projects producing more than 900 metric tons per year of GHGs produce an inventory of project gases and demonstrate reasonable mitigation measures necessary to reduce GHGs by 28.3 percent from business as usual. The County of San Diego is using 33 percent reduction within their Interim Guidelines which is more

appropriate for the City of Oceanside. For purposes of this analysis the 33 percent reduction guideline was utilized.

Cumulatively, the Project would emit approximately CO<sub>2</sub>e 9,755.07 Metric Tons of CO<sub>2</sub>e each year. Per guidelines of CAPCOA's 900 Metric Ton per year threshold, the proposed Project would require design features to comply. A summary of the totals is shown in Table 14.3-1, *Expected CO<sub>2</sub>e Emissions Summary*.

**Table 14.3-1  
Expected CO<sub>2</sub>e Emission Summary**

CO <sub>2</sub> e Generator	CO <sub>2</sub> e (Metric Tons)
Construction	7.04
Vehicular Usage	9,293.10
Electricity Usage	256.32
Natural Gas Usage	76.60
Solid Waste Emissions	111.32
Water Usage Emissions	10.68
<b>Projects Totals (Business as Usual)</b>	<b>9,755.07</b>

Expected Construction emissions are based upon URBEMIS modeling assumptions identified in Chapter 4 of the Global Climate Change Analysis (under separate cover).  
 • Total Construction related CO<sub>2</sub> averaged over a 30-year span.  
 Data is presented in decimal format and may have rounding errors.

Due to the fact that the State of California will require vehicle manufactures to cut emissions of newly manufactured vehicles, and given that the older vehicle populations are slowly being removed from California roadways, vehicular emissions are expected to be reduced from BAU to 2020. This is largely because the State is taking drastic measures to reduce vehicular emissions. The EMFAC2007 model has not incorporated the latest reduction measures such as the Security Act of 2007, Low Carbon Fuel Standards or requirements set forth within AB 1493, otherwise known as the Pavley Law. These additional reduction measures will be additive to those reductions identified between BAU and 2020 through EMFAC2007. The predicted reductions between BAU and 2020 are 2,484.52 Metric Tons as shown in Table 14.3-2, *Year 2020 GHG Emissions (Vehicular Traffic)*.

**Table 14.3-2  
Year 2020 GHG Emissions (Vehicular Traffic)**

GHG	Average Emission Factor	Total (Metric Tons)	GWP	CO <sub>2</sub> e (Metric Tons)
CO <sub>2</sub>	490.661	4,593.691	1	4,593.691
CH <sub>4</sub>	0.071	0.159	2	3.342
N <sub>2</sub> O	0.762	7.134	310	2,211.551
2020 Total Vehicular GHG Emissions				6,808.584
2005 BAU Vehicular GHG Emissions Total				9,293.10
2020 GHG Emission Reductions from BAU				-2,484.516
Regulatory Reductions (i.e. Security Act of 2007 and low Carbon Fuel Standards)				-1,361.717

Note: Data is presented in decimal format and may have rounding errors. All Calculations based on EMFAC2007 Projections utilizing Project Specific Vehicular Miles Traveled (VMTs). VMTs for the Project were assumed to remain constant through the life of the Project.

Combining all regulatory measures such as the Security Act of 2007 and Low Carbon Fuel Standards as well as all model predicted reductions which incorporates better fuel efficiencies as predicted by EMFAC2007, the Project would be expected to reduce CO<sub>2</sub>e by 3,846.23 metric tons compared to BAU which is taken from 2005 operating levels as defined by the County and State. A reduction of this size would reduce the Project emissions from business as usual by 39.43% which will meet and exceed the

requirements of CEQA as well as the County of San Diego's interim guidelines; refer to Table 14.3-3, Year 2020 Total GHG Emissions.

**Table 14.3-3  
 Year 2020 Total GHG Emissions**

CO <sub>2</sub> e Generator or Reduction Measure	CO <sub>2</sub> e Reduction (Metric Tons)	Total (Metric Tons per Year)
Construction Related CO <sub>2</sub> - BAU		7.04
Offsite Vehicular CO <sub>2</sub> e Emissions - BAU		9,293.10
2020 Emissions (From EMFAC2007) reduced	-2,484.516	
California Low Carbon Fuel Standard and CAFÉ Standards Combined (20%)	1,361.717	
Indirect Electricity Usage - BAU		256.32
Natural Gas Usage – BAU		76.60
Solid Waste Generation – BAU		111.32
Water Usage – BAU		10.68
Summation	-3,846.23	9,755.07
Combined Total		<b>5,908.83</b>
Combined CO <sub>2</sub> e Reduction (%)		<b>39.43%</b>

Note: Data is presented in decimal format and may have rounding errors.

Based upon the findings for the proposed development, the daily operational activities and land uses are anticipated to reduce the metric tons of CO<sub>2</sub>e per year by more than the CAPCOA threshold of 28.3 percent and County of San Diego's interim guidelines acceptable threshold of 33 percent. Therefore, the Project conforms to the goals of AB 32 and would not result in any direct impacts, and cumulative impacts would be reduced to less than significant. No mitigation is required.

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

**Less Than Significant Impact.**

**Short-Term (Construction) Emissions.** Construction activities would generate combustion emissions from utility engines, onsite heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting construction crews. Exhaust emissions during Project construction activities will vary daily as construction activity levels change and would result in localized exhaust emissions; however, construction would be short-term and impacts to neighboring residential uses or other sensitive receptors would be minimal and temporary. Construction emissions, therefore, are considered less than significant, and no mitigation is required.

Fugitive dust emissions are generally associated with land clearing, exposure, and cut and fill operations. The proposed Project is expected to create minimal fugitive dust as a result of the disturbances associated with the grading and cut and fill operations. Construction would be short-term and impacts to neighboring residential developments would be minimal and temporary. Therefore, impacts associated with fugitive dust are considered less than significant and no mitigation is required.

**Long-Term (Operational) Emissions.** Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by the proposed Project. The proposed development would not produce stationary source emissions.

As related to mobile source emissions related to the increase in traffic associated with the proposed Project, the San Diego Regional Air Quality Strategy (RAQS) establishes what could be thought of as an "emissions budget" for the San Diego Air Basin. This budget takes into account existing conditions,

planned growth based on General Plans for cities within the San Diego Association of Government (SANDAG) region, and air quality control measures implemented by the SDAPCD. Since the proposed Project is consistent with the proposed SANDAG projects for growth within this area, the Project satisfies the Consistency Criterion of the RAQS and would also be consistent with State Implementation Plan (SIP) for the criteria pollutants under examination. Therefore, impacts associated with long-term emissions are considered less than significant, and no mitigation is required.

#### *Greenhouse Gases*

Refer to Response 14.3(a), heading *Greenhouse Gases*.

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

**No Impact.** The Project site is located in the San Diego Air Basin and is subject to the Regional Air Quality Strategy (RAQS), which describes air pollution control strategies to be utilized by cities/counties in the air basin. The main purpose of the RAQS is to bring the region (air basin) into compliance with the requirements of Federal and State air quality standards. For a project to be consistent with the RAQS, pollutants emitted from a project may not exceed the San Diego Air Pollution Control District (SDAPCD) daily threshold or cause a significant impact on air quality. The RAQS uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Furthermore, cumulative emissions are part of the emission inventory included in the RAQS for the Project area.

Because the Project will be consistent with the adopted RAQS, there will be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the San Diego Air Basin, and no mitigation is required.

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.** A limited number of single-family residential units are located adjacent to the north of the northwest Project area. As appropriate, the construction contractor would implement measures to reduce or eliminate emissions by following standard construction practices and would ensure Project compliance with the RAQS rules. As such, the proposed Project would not result in substantial air pollutant emissions and would not expose any sensitive receptors to substantial pollutant concentrations. Therefore, anticipated impacts are considered to be less than significant, and no mitigation is necessary.

- e) *Create objectionable odors affecting a substantial number of people?*

**Less Than Significant Impact.** Some objectionable odors may emanate from the operation of diesel-powered construction equipment during the demolition and construction. These odors, however, would be limited to the short-term construction period. Due to the limited scope of the Project and type of activity expected during construction, there would be a minimal amount of diesel emissions. Potential impacts are therefore considered to be less than significant, and no mitigation is required.

Long-term operation of the proposed medical building and parking facilities would not generate objectionable odors. Minimal amounts of emissions may result from vehicles coming to and from the site; however, objectionable odors are not anticipated and would be typical of that generated by operation of standard single-occupancy vehicles. Operations within the medical building would be consistent with medical-related services, and would not involve activities that would generate odors that would affect a substantial number of people. Therefore, impacts would be less than significant, and no mitigation is required.

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

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the USFWS?*

**No Impact.** The proposed Project would affect two onsite areas, both of which currently support surface parking and several small ancillary buildings that provide support services for the hospital (file storage, facilities support, and employee training). As such, limited biological habitat, other than ornamental landscaping associated with the onsite parking areas, is present; refer to Figure 2, Aerial Photograph.

Within the northern development area planned for parking, existing Eucalyptus and Mexican Fan Palm trees would remain along the north and south site boundaries. In the southern development area, landscaping within the existing parking lot would be removed to allow for the proposed medical building and parking, and would be replaced by landscaping as shown on the Conceptual Landscape Plan; refer to Figures 4A and 4B. A variety of existing trees along the Vista Way frontage and western boundary of the southern site area would remain in place.

No sensitive habitat and no associated sensitive wildlife species have been identified onsite or in the immediate area surrounding the Project site, largely due to the disturbed/developed nature. As such, the Project is not anticipated to 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 U.S. Fish and Wildlife Service (USFWS). No impacts would occur, and no mitigation is required.

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

**No Impact.** No riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game (CDFG) occur onsite. Therefore, the proposed Project would not impact such habitat, and no mitigation is required.

- 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 development areas currently support surface parking. No wetlands or drainages occur onsite or on lands adjacent to the proposed Project site. Therefore, the Project would not 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 impacts would occur, and no mitigation is required.

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

**No Impact.** The site is located within the existing Tri-City Medical Center and is surrounded by developed lands exhibiting a highly-urbanized character. The site is not adjacent to any designated open space areas that may potentially support wildlife, and is bordered by Vista Way, which is classified as a Secondary Arterial and supports high traffic volumes, thereby restricting or prohibiting the movement of wildlife. Additionally, Highway 78 runs to the south of Vista Way, further limiting the movement of wildlife to and from the Tri-City Medical Center property. A vacant lot is adjacent to the west of the northern development area; however, this lot is surrounded by commercial and residential development, and is highly disturbed in nature. As such, this lot is not considered to support valuable habitat for sensitive species or offer connectivity with any adjacent lands that would facilitate the movement of wildlife.

There are no wildlife corridors on or within the vicinity of the Project site, and the proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species. Therefore, no impacts related to this issue are anticipated, and no mitigation is required.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?*

**Potentially Significant Impact Unless Mitigated.** The two proposed development areas currently support limited natural vegetation, as they are utilized for the purposes of parking and for limited support services. The Project site is surrounded by developed suburban or urban land uses and is not part of a recognized wildlife corridor.

Within the northern development area planned for parking, existing Eucalyptus and Mexican Fan Palm trees would remain along the north and south site boundaries. In the southern development area, landscaping within the existing parking lot would be removed to allow for the proposed medical office building and parking areas, and would be replaced by landscaping as shown on the Conceptual Landscape Plan; refer to Figures 4A and 4B. A variety of existing trees along the Vista Way frontage and western boundary of the southern site area would remain in place.

The removal of certain existing onsite tree species may require replacement per City tree preservation standards. As such, the following mitigation measure is proposed to reduce potential impacts to less than significant:

Mitigation Measure

BIO #1 Removal of any onsite trees shall be subject to City of Oceanside review for tree replacement requirements, if applicable. The Project applicant shall provide for the replacement of all trees removed at a ratio consistent with that required by the City, upon review and approval of the Final Landscape Plans, as appropriate.

- 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 site is located within the area affected by the Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (December 2005). Due to the existing onsite conditions and limited natural vegetation, the Project is not anticipated to result in significant impacts on biological species. Any proposed tree removal activities would require replacement, if applicable, at an appropriate ratio consistent with City of Oceanside regulations. The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Impacts would be less than significant, and mitigation is not required,

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

- a) *Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of CEQA?*

**No Impact.** There are no designated historical resources located onsite, as the two affected areas currently support surface parking lots that are surrounded by development associated with the Tri-City Medical Center complex. Therefore, no impacts are anticipated, and no mitigation is required.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of CEQA?*

**Potentially Significant Unless Mitigated.** No known archaeological sites have been identified on or adjacent to the proposed Project site. As such, it is not anticipated that the proposed Project would not cause a substantial adverse change in the significance of an archaeological resource; however, undiscovered resources may occur on the site that may be uncovered during Project grading, trenching, or excavation activities. The following mitigation measures are therefore recommended to reduce potential impacts to less than significant.

Mitigation Measures

- CR #1 In the event any subsurface archaeological resources are encountered during grading or construction activities, such activities in the locality of the find shall be halted immediately. An archaeologist, certified by the Society of Professional Archaeologists (SOPA), shall be brought in to determine the significance of the archaeological resources and implement appropriate mitigations prior to recommending earthwork.
- CR #2 An archaeologist and a Native American monitor shall be onsite during grading and trenching within the project area. The archaeologist and the Native American monitor may determine, in coordination with City staff, that the full-time presence of a monitor is not required, that checking the grading at regular intervals is sufficient.
- CR #3 The monitors shall have the power to temporarily halt or redirect grading if sensitive cultural material is found.
- CR #4 An archaeologist and a Native American monitor shall be present for a pre-grade meeting to discuss the monitoring program with the grading contractor, City staff, and the developer.

CR #5 If archaeological materials are encountered, their importance must be evaluated to assess the significance of impacts. If significant cultural resources are encountered mitigation would be accomplished through documentation and excavation of features, cataloging and analysis of cultural materials collected, and preparation of a report detailing the methods and results of the monitoring/ data recovery program.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Potentially Significant Unless Mitigated.** The Project site does not contain any unique geologic features. The Project site is underlain by the Santiago Formation. The Santiago Formation generally correlates with the entire Eocene stratigraphic sequence at San Diego, occurring 40-49 million years ago. This Formation has yielded a variety of well-preserved remains, including turtles, snakes, lizards, and crocodiles, as well as avian species, mammals, and other marine organisms such as mollusks. As the Santiago Formation has been found to support well-preserved fossil assemblages of terrestrial vertebrates, it is assigned a high paleontological resource sensitivity.<sup>1</sup>

Additionally, paleontological resources have been identified in the surrounding area, but not on the proposed Project site; however, since paleontological resources have been identified in the surrounding area, and due to the high resource sensitivity of the Santiago Formation, undiscovered paleontological resources may exist on the proposed Project site, and their disturbance would result in a significant impact.

Mitigation Measure:

CR #6 Prior to the issuance of grading permits, the applicant shall establish a program with a qualified paleontologist to monitor grading activities. The applicant shall retain a qualified paleontologist who shall inform all construction excavation operations personnel of the Project's paleontological resource mitigation measures, prior to any earth-disturbing activities, and provide instruction to recognize paleontological artifacts, features, or deposits. Personnel working on the Project shall not collect paleontological resources. The qualified paleontologist shall be present for pre-construction meetings and any Project-related excavations in undisturbed areas. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain or yield fossil resources.

Prior to construction, the qualified paleontologist shall submit a paleontological resources management plan to the City of Oceanside Development Services Department that outlines the procedures that construction personnel will follow if personnel discover paleontological resources during excavation operations. Monitoring of excavation and trenching activities shall occur in areas that the qualified paleontologist or paleontological monitor determines are likely to yield paleontological resources.

If construction operations personnel discover buried paleontological resources during ground-disturbing activities, excavation workers shall stop operations in that area and within 100 feet of the find until the consulting paleontologist can assess the significance of the find. The paleontologist shall evaluate the discovery, determine its significance, and provide proper management recommendations. Management actions may include scientific analysis and professional museum curation.

The qualified paleontologist shall summarize the resources in a report prepared to current professional standards and submit the report to the City of Oceanside.

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<sup>1</sup> City of Oceanside Circulation Element Update – Draft Program Environmental Impact Report. June 2011.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

**Potentially Significant Unless Mitigated.** There are no known grave sites within the Project limits. Therefore, the disturbance of human remains is not anticipated; however, in some cases buried remains may not be detected until excavation activities begin on site. Should buried remains be found onsite, their disturbance would be considered a potentially significant impact unless they are handled properly. Therefore, the following mitigation measures are proposed to ensure that the proper procedures are followed in the event human remains are found onsite.

Mitigation Measure:

- CR #7 Demonstrate to the satisfaction of the City Engineer that the following notes have been placed on the grading and improvement plans and are mitigation and monitoring measures adopted as conditions of Project approval:
- a) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98.
  - b) The County Coroner must be notified of any human remains find immediately.
  - c) If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner the MLD may inspect the site of the discovery, and shall complete the inspection within 24 hours of notification by the NAHC. The MLD will have the opportunity to make recommendations to the NAHC on the disposition of the remains.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.6 GEOLOGY AND SOILS.</b> Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i.) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to DM&G Pub. 42)?; or, (ii) strong seismic ground shaking?; or, (iii) seismic-related ground failure, including liquefaction?; or, (iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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:*

- i) *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.*
- ii) *Strong seismic ground shaking?*
- iii) *Seismic-related ground failure, including liquefaction?*

**The following response applies to Questions i, ii, and iii above.**

**Less Than Significant Impact.** The City of Oceanside, similar to the majority of Southern California, is located in a seismically-active area. A review of geologic maps indicates that the Newport-Inglewood Fault Zone is located approximately 12 kilometers west of the Project site. Other active fault zones in the region that could potentially impact the site include the Coronado Bank, Palos Verdes and Rose Canyon Fault Zones to the southwest, and the Elsinore and San Joaquin Hills Fault Zones to the northeast. The State has not established any Alquist-Priolo Earthquake Fault Zones in the City and the Project site is not affected by, or in close proximity to, any Alquist-Priolo Zone.

Although the Project site is not located within a designated Alquist-Priolo Zone, the region has experienced earthquake activity in the past. A major earthquake associated with any of the faults in the region could result in moderate to severe ground shaking. Damage to buildings and infrastructure could be expected as a result of ground shaking during a strong seismic event in the region.

Liquefaction is the loss of the strength in generally cohesionless, saturated soils when the porewater pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface.

According to SanGIS, the Project site is not mapped within a liquefaction hazard zone. In addition, the conditions encountered are not considered to be conducive to liquefaction. These conditions consist of medium dense silty sands and clayey sands and stiff sandy clays underlain by bedrock materials. Based on the mapping performed by the City of San Diego and the conditions encountered at the boring locations, liquefaction is not considered to be a design concern for the Project. As such, damage from earthquakes resulting in liquefaction is not anticipated to occur onsite; refer also to the Geotechnical Investigation prepared by Southern California Geotechnical in March 2011, available under separate cover.

The 2010 California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code (CBC) includes building standards that have been adopted to meet California conditions. The CBC provides requirements for structural design and excavation and grading activities with consideration for geologic and other physical characteristics within the State. Chapter 23 contains specific requirements for seismic safety. Chapter 29 regulates excavation, foundations, and retaining walls. Chapter 33 contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 70 regulates grading activities, including drainage and erosion control.

Compliance with these standards is anticipated to limit hazards from seismic ground shaking to less than significant levels. Therefore, the proposed Project is not anticipated to expose people or structures to rupture of a known earthquake fault, seismic shaking, or liquefaction. Impacts would be less than significant, and no mitigation is required.

*iv) Landslides?*

**Potentially Significant Unless Mitigated.** Regional geologic conditions were obtained from the Geologic Maps of the Northwestern Part of San Diego County California, published by the California Department of Conservation Department of Mines and Geology, 1996. The site is underlain by the Tertiary age Santiago Formation (Map Symbol Tsa). The Santiago Formation is indicated to consist of light-colored, poorly bedded, poorly-indurated, fine to medium grained sandstone interbedded with landslide-prone siltstone and claystone. Slope stability problems are associated with the Santiago Formation due to their relatively low strength parameters of the claystone, clayey siltstone, and clay seams that randomly occur in the formation. Although the Project site is located within a relatively flat area, based on the potential for landslides resulting from potential slope instability associated with the Santiago Formation, potential impacts from the exposure of people or structures to landslides may occur with implementation of the proposed Project, and mitigation would be required to reduce Project impacts to less than significant.

Mitigation Measure:

- GEO #1 The potential risk of slope failure shall be mitigated by conforming to recommendations provided in the Geotechnical Investigation prepared for the proposed Project, proper landscaping, and slope maintenance techniques. Furthermore, the final engineering design must be consistent with a Final Geotechnical Investigation.
- GEO #2 A qualified geologist shall be present onsite during grading activities to determine whether adverse soil conditions are present in the final slopes and whether remedial

actions are necessary. If any adverse conditions are identified site-specific recommendations would be provided at that time by the qualified geologist present onsite.

- GEO #3 The Geotechnical consultants shall review and approve the detailed foundation/grading/site work plans prior to issuance of any permits. This approval shall be by wet signature which clearly indicates that the Geotechnical Consultants have reviewed the plans prepared by the design engineer and that plans are in conformance with the recommendation contained in their Geotechnical Report.
- GEO #4 An "as-built" report prepared by the consultant must be submitted to the City for review. The report must include the results of all compaction tests as well as a map depicting the limits of over-excavation, observed geologic conditions, locations of all density tests, locations and all removal bottoms, and locations and elevation of all retaining wall backdrains and outlets.
- GEO #5 Print the name, address, and phone number of the Project Geotechnical consultant and list all applicable Geotechnical reports on the building grading plans.
- GEO #6 The foundation plans and foundation details shall clearly depict the embedment material and minimum depth of embedment for the foundations.
- GEO #7 The following note must appear on all foundation plans: *"All foundation excavations must be observed and approved by the Project Geotechnical Consultant prior to placement of reinforcing steel."*
- GEO #8 The final grading, drainage, and foundation plans should be reviewed, signed and wet stamped by the project geotechnical consultants.

b) *Result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** Construction of the Project would disturb or expose topsoil to erosion. Most of the near surface soils possess appreciable silt and clay content and would become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. In addition, based on their granular content, some of the onsite soils would be susceptible to erosion.

The use of standard erosion control measures, as described below, during construction would reduce potential impacts to a less than significant level. Therefore, no mitigation is required.

*Typical BMPs and Erosion Control Measures*

- Regularly water the construction site.
- Apply erosion control measures, such as mulch and fiber rolls, to exposed slopes for erosion prevention, as appropriate.
- Use grading and landscaping methods that lower the potential for downstream sedimentation.
- Ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first major storm of the season.
- Trap sediment before it leaves the site with such techniques as sediment ponds, straw bales, gravel bags or silt fences.

Grading and excavation would be required for the office building pad and surface parking areas. The proposed Project would be required to comply with National Pollutant Discharge Elimination System

(NPDES) General Construction Permit requirements. The applicant would be required to devise and submit a site-specific Storm Water Pollution Prevention Plan (SWPPP) to minimize the discharge of wastewater during construction. No ground disturbing activities would occur during long-term operation of the Project.

Consistency with the recommendations given in the Geotechnical Investigation and with City engineering requirements, combined with implementation of standard BMPs and erosion control measures, would reduce potential impacts with regard to erosion to less than significant. Therefore, no mitigation is required.

- 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Potentially Significant Unless Mitigated.** The subject site is underlain by fill soils, extending to depths of 2 to 3± feet. Additionally, possible fill soils were observed at two borings extending to depths of 5½ to 8½± feet. The underlying alluvial soils consist of medium dense to dense sands and silty sands and stiff to very stiff sandy clays, which possess generally good consolidation and collapse characteristics. The existing fill soils appear to be reasonably well compacted, however, compaction reports have not been provided to document these materials as engineered fill soils. Further, the existing alluvial soils extend to depths ranging from 1½ to 8½± feet below existing grade, which will result in differential support conditions for the new foundations. Remedial grading will therefore be required within the proposed building area in order to remove all of the existing fill soils, and provide a relatively uniform thickness of compacted fill for the new foundations.

The proposed remedial grading will remove all of the existing fill soils from within the foundation influence zone. The underlying alluvial soils and bedrock possess generally favorable consolidation and collapse characteristics and are only expected to possess a negligible to minor potential for collapse and/or consolidation settlement. In addition, the alluvial soils and bedrock that will remain in place below the newly placed layer of structural fill will not be subject to significant load increases by the foundations of the new structures. Therefore, provided that the recommended remedial grading is completed, the post-construction static settlements of the proposed structures are expected to be within tolerable limits.

Underlying the surficial soils, subsurface soils consist of the tertiary-age Santiago Formation. Slope stability problems are associated with the Santiago Formation due to their relatively low strength parameters of the claystone, clayey siltstone, and clay seams that randomly occur in the formation.

Furthermore, the proposed Project site is located in an area that is susceptible to slope instability due to such factors, as the character of geologic units; the presence of fractures or other planes of weakness; and the presence of steep slopes. Relatively weak mudstones and the potential for out-of-slope seepage can be expected along natural slopes. Based on the potential for landslides resulting from potential slope instability associated with the Santiago Formation, potential impacts from the exposure of people or structures to landslides may occur with implementation of the proposed Project, and mitigation would be required. Refer to Geology and Soils Responses (a)(ii) through a)(iv).

Based on the results of the laboratory testing, removal and recompaction of the near-surface fill soils and native alluvium is estimated to result in an average shrinkage of 8 to 12 percent. Bulking of 0 to 5 percent is expected to occur where existing bedrock materials are removed and replaced as compacted structural fill. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be 0.1 feet. This estimate is based on previous experience and the subsurface conditions encountered at the test boring locations. The actual amount of subsidence is expected to be variable and will be dependent on the type of machinery used, repetitions of use, and dynamic effects, all of which are difficult to assess precisely.

Mitigation Measures

GEO #9 The Project shall implement Mitigation Measures GEO#1 to GEO#8 to reduce impacts to less than significant.

- d) *Be located on expansive soil, as defined in Table 18-I-A of the California Building Code (2010), creating substantial risks to life or property?*

**Potentially Significant Unless Mitigated.** Underlying the surficial soils, subsurface soils consist of the tertiary-age Santiago Formation which contains some moderately expansive to highly expansive material. Furthermore, fill materials, which are present onsite, may contain varying amounts of highly expansive soil. The near surface onsite soils have been determined to possess a medium (EI = 59) expansion potential. Based on the presence of expansive soils at the site, care should be given to proper moisture conditioning of all building pad subgrade soils to a moisture content of 2 to 4 percent above the Modified Proctor optimum during site grading. All imported fill soils should have low expansive characteristics. In addition to adequately moisture conditioning the subgrade soils and fill soils during grading, special care must be taken to maintaining moisture content of these soils at 2 to 4 percent above the Modified Proctor optimum. This will require the contractor to frequently moisture condition these soils throughout the grading process, unless grading occurs during a period of relatively wet weather.

Project design would comply with the seismic requirements of the CBC and engineering design recommendations. Compliance with these standards is anticipated to limit hazards from potentially expansive soils to less than significant levels.

Mitigation Measures

The potential risk of slope failure can be mitigated by conforming to recommendations provided in the Report of Preliminary Geotechnical Investigation prepared for the proposed Project, proper landscaping, and slope maintenance techniques. Furthermore, the final engineering design must be consistent with a Final Geotechnical Investigation. The final report must comply with the following conditions for the proposed Project's impacts to be mitigated:

GEO #10 The Project shall implement Mitigation Measures GEO#1 to GEO#8 to reduce impacts to less than significant.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

**No Impact.** The proposed Project would be connected to the public sewer system and does not propose to use septic tanks or alternate wastewater disposal systems. Therefore, no impacts related to this issue are anticipated, and no mitigation is required.

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

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**No Impact.** Development and operation of the proposed Project would not involve the routine use of substantial quantities of chemical agents, solvents, paints, or other hazardous materials. Any hazardous waste materials associated with operation of the medical facilities would be disposed of properly in accordance with applicable Federal, State, and local standards governing such activities. Therefore, no impacts are anticipated.

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

**No Impact.** The operation of the proposed facilities is not anticipated to involve the routine use of substantial quantities of chemical agents, solvents, paints, and other hazardous materials. The proposed Project would not store hazardous materials that would result in significant impacts to the environment. The level of risk associated with the accidental release of such hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. The building contractor for the proposed Project would be required to use standard construction controls and safety procedures to

avoid and minimize the potential for accidental release of such substances into the environment. Therefore, no impacts are anticipated, and no mitigation is required.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**No Impact.** The proposed Project site is not within one-quarter mile of a school. The existing use of the Project site does not include the handling of acutely hazardous materials, substances, or wastes. Any medical waste generated by the proposed medical office building would be handled and disposed of consistent with applicable Federal, State, and local requirements. Therefore, there are no impacts anticipated, and no mitigation is required.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

**No Impact.** No significant hazards to the public or environment are anticipated due to the construction or long-term of the proposed Project. There is no evidence to suggest that the site might qualify for the State Department of Toxic Substances Control's list of hazardous materials sites. Therefore, there are no impacts anticipated, and no mitigation is required.

- 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 two miles of an airport or within an airport land use plan. Therefore, no impacts are anticipated, and no mitigation is required.

- 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 impacts are anticipated, and no mitigation is required.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** Proposed access and circulation features of the Project would accommodate emergency vehicles such as fire trucks, police units and ambulance and paramedic vehicles. All access features would be required to comply with City of Oceanside and City Fire Department's design requirements as to emergency response and evacuation requirements. The proposed Project would not alter the existing onsite circulation patterns or emergency access in a way that would impair or physically interfere with implementation of any adopted emergency response or evacuation plan. As such, no impacts are anticipated, and no mitigation is required.

- 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 Project site is located within a developed area, largely surrounded by the existing Mid-City Medical Center facilities and other urbanized development, and is not adjacent to any wildlands. Therefore, impacts related to wildland fires would be less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.8 HYDROLOGY AND WATER QUALITY.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. Result in significant 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 checked="" type="checkbox"/>	<input type="checkbox"/>
n. Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	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 checked="" type="checkbox"/>	<input type="checkbox"/>
p. Tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q. Tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
w. Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
x. Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
z. Create significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Violate any water quality standards or waste discharge requirements?*

The proposed Project would affect approximately 5.13 acres (combined) through grading and site disturbance for development of the proposed medical office building and parking areas. To minimize and avoid potential adverse effects on water quality runoff, the Project will be required to implement Best Management Practices (BMPs) to conform to the requirements of the Regional Water Quality Control Board, San Diego Region Order No. 2001-01.

**Less Than Significant Impact.**

**Construction Phase**

The proposed Project would disturb more than the one-acre threshold for required compliance with the State General Construction Storm Water Permit, implemented by the State Water Resources Control Board (SWRCB) under Order No. 99-08.

To address potential water quality impacts during the construction process, the Project will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to the issuance of a grading permit to include the following measures:

- Regular watering of the construction site;
- If necessary, the application of erosion control measure such as mulch and fiber rolls;
- Use of grading and landscaping methods that lower the potential for downstream sedimentation;
- Ensure that structural erosion and sediment transport control measures are ready for implementation prior to the onset of the first majority storm of the season; and,
- Trap sediment before it leaves the site with such techniques as sediment ponds, straw bales, gravel bags, or silt fences.

### **Post-Construction Phase**

The proposed Project would include also include standard Best Management Practices (BMPs), such as Site Design BMPs, Source Control BMPs, and Treatment Control BMPs. A Storm Water Mitigation Plan (SWMP) was prepared by Buccola Engineering, Inc. in June 2011 to address storm water quality issues and identify proper BMPs for implementation during both the construction phase and over the long-term.

Site Design BMPs will provide a "hydrologically functional project design that attempts to mimic the natural hydrologic regime." Source Control BMPs are designed to prevent storm water pollution at the source. These BMPs shall be used in concert with Site Design BMPs to minimize the introduction of pollutants to the Maximum Extent Possible (MEP). Structural (Treatment) Control BMPs will be selected based upon the primary Pollutants of Concern (POCs), the physical constraints of the site, and the limitations and restrictions contained in the Standard Urban Stormwater Mitigation Plan (SUSMP). The proposed development will utilize onsite detention basins, pervious pavement, infiltration sand filters, and other measures as structural (treatment) BMPs to mitigate the POCs.

### *Storm Water BMP Maintenance*

The City Engineer does not accept storm water BMPs as meeting the MEP standard, unless the applicant identifies a maintenance mechanism and implements a storm water operation and maintenance plan (O&M Plan) to ensure ongoing and long-term inspection and maintenance of all structural Treatment and Control BMPs and Low Impact Development (LID) Integrated Management Practices (IMPs). This mechanism will be refined through the City review process until satisfactory verification of maintenance is provided to the City Engineer. Such verification may include, but is not limited to covenants, legal agreements, maintenance agreements and/or conditional use permits.

### *Maintenance Mechanisms*

The SWMP recommends an agreement between the City and the Project proponent for the purpose of maintenance of the storm water BMPs. The City may enter into a contract with the Project proponent obliging the Project proponent to maintain, repair, and replace the storm water BMPs as necessary into perpetuity. A non-refundable security may be required from the Project applicant to implement this measure. Additionally, the Project applicant would prepare a supporting O&M Plan during the final engineering phase for City review and approval, prior to issuance of a grading permit.

Through implementation of the proposed BMPs, preparation of a SWMP and SWPPP, and consistency with City standards, the Project will not violate any water quality standards or waste discharge requirements. Project impacts are less than significant, and no mitigation is required.

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

**No Impact.** The Project would not reduce the volume in the groundwater basin because the Project does not create a new demand for groundwater resources. In addition, proposed improvements and landscaping would not create conditions that would interfere substantially with groundwater recharge. Therefore, there would be no impacts to groundwater, and no mitigation is required.

- 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 offsite?*

**Less Than Significant Impact.** The proposed Project would not substantially alter the existing drainage pattern of the site or area. There are no major drainage channels, streams or rivers that cross the site. The proposed Project involves minimal disturbance and changes to land and soils, which may alter the drainage pattern on the site. The Project design would collect surface water from onsite and convey it to the public storm drain system, mimicking pre-development runoff characteristics by routing storm water runoff to pre-development outfall structures.

Interior drive aisle, parking width and building footprints have been minimized to reduce the impervious area. Bio-retention swales would be utilized between select parking stalls to minimize impervious area and provide treatment areas for water quality. Roof down drains are designed to discharge through the curb face onto the paved parking surface. Flows would be directed to pervious pavement areas for water quality treatment prior to discharging to private storm drains. The landscape areas between the curb and the building would be self-retaining/self-treating. Flows would be carried in vegetated swales to private area drains with grates set above the finished grade that allow the runoff to pond and create incidental infiltration. Existing perimeter landscape areas would remain undisturbed where possible. Refer to the SWMP, available under separate cover, for additional design details.

The Project has been designed to maintain pre-development runoff characteristics by implementing site design and source control BMPs. The combination of these BMPs would ensure that the proposed Project would not result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding or substantial erosion on- or offsite.

Additionally, the Project has been designed to include BMPs to reduce erosion and siltation. Prior to construction, the Project applicant would be required to prepare a SWPPP to address potential erosion impacts during the construction phase. The Project applicant has prepared a Stormwater Mitigation Plan (SWMP) (Buccola Engineering, June 2011) to address potential erosion and siltation impacts in the post-construction phase of the Project. Therefore, impacts related to the existing drainage pattern of the site or area are considered less than significant, and no mitigation is required.

- 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 offsite?*

**Less Than Significant Impact.** The proposed Project would not substantially alter the existing drainage pattern of the site or area. The proposed Project site has been designed to maintain pre-development runoff characteristics by implementing site design and source control BMPs. The combination of these BMPs will ensure that the proposed Project will not result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. Therefore, impacts related to the existing drainage pattern of the site or area are considered less than significant, and no mitigation is required.

- 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?*

**Less Than Significant Impact.** A Preliminary Hydrology Report (Buccola Engineering Inc., June 2011) was prepared for the Project to address changes in water runoff as a result of the development. The Report describes the two proposed development areas at the "Northwest Parking Area" and the "Southwest Parking Area." These areas and the potential effects of Project drainage are described below.

### **Existing Conditions**

#### *Northwest Parking Area*

The drainage watershed for the "The Northwest Parking Area" consists of two drainage basin areas, which are identified as basin A and B. The runoff from basin "A" flows across the site in a northwest to southeast direction. The make-up of the surface area within the drainage basin consists of AC pavement, barren areas and heavy to sparse vegetation throughout the basin. The runoff within drainage basin "A" discharges into an existing concrete ditch located along the south boundary line; the ditch carries the runoff easterly to an existing Type F catch basin. The Q100 runoff is 3.68 cubic feet per second (cfs) with a time of concentration of 7.80 minutes and an area of 1.23 acres (ac). Flows that discharge into the catch basin are collected by a series of private storm drain systems located throughout the overall campus. The flows are carried to a public 36" reinforced concrete pipe (RCP) storm drain system that crosses under Vista Way and State Highway 78, and eventually discharge into Buena Creek.

The runoff from basin "B" flows across the site in a northwest to southeast direction. The make-up of the surface area within the drainage basin consists of barren areas and heavy to sparse vegetation throughout. A portion of the runoff within drainage basin "B" discharge into an existing concrete ditch located across the easterly one-third of the basin. The ditch carries the runoff southerly and discharges onto an existing entry drive that serves as access to the parking lot. The balance of the westerly portion of the drainage basin sheet flows directly onto the entry drive. The area east of the concrete drainage ditch sheet flows onto the existing parking area.

The combined Q100 runoff is 2.75 cfs with a time of concentration of 5.45 minutes and an area of 1.05 ac. Flows are collected by a series of private inlets and storm drain systems located throughout the overall campus. The flows are carried to a public 36" RCP storm drain system that crosses under Vista Way and State Highway 78, and eventually discharge into Buena Creek.

#### *Southwest Parking Area*

The drainage watershed for the "The Southwest Parking Area" consists of two drainage basin areas which are identified as basins C and D. The runoff from basin "C" flows across the site in a northwest to southeast direction. The make-up of the surface area within the drainage basin consists of asphalt paving with concrete curbs and landscaped islands between each row of parking stalls. There are three maintenance/office buildings located north of the parking lot and portions of the buildings rooftop and landscaped areas will drain south to the northerly parking area. The westerly portion of the access drive to the Emergency Center for the Hospital drains southerly and discharges into an existing curb-opening inlet located at the south curbing for the north drive entry to the parking lot. The northerly drive aisle and parking stalls drain from west to east and also discharge into this same curb inlet. The combined flows discharge into an existing private storm drain system that connects to an existing curb opening inlet located in the south curb at the entry of the middle parking lot. Runoff from the middle drive aisle and parking stalls drain from west to east and discharged into the curb opening inlet. The Q100 runoff at the inlet for the combined area is 9.92 cfs with a time of concentration of 5.13 minutes and an area of 1.67 ac.

Additional runoff collected by a series of private storm drain systems located throughout the overall campus also connects to the existing curb opening inlet. The confluence flows are carried to a public 18" RCP located within Vista Way and drain to the west and connect to an existing public 36" RCP storm drain system. The public 36-inch storm drain crosses under Vista Way and State Highway 78, and eventually discharge into Buena Creek.

The runoff from basin "D" flows across the site in a northwest to south to southeast direction. The make-up of the surface area within the drainage basin consists of asphalt paving with concrete curbs and landscaped islands between each row of parking stalls. There are three maintenance/office buildings located north of the parking lot and the westerly portions of the buildings rooftop and landscaped areas will drain south within the westerly drive aisle to the south parking lot area. The flow continues to the east within the south curb line of the parking stalls and discharges through a curb cut opening into a riprap dissipater. The flow is carried to the west within a grass-lined slope drain, then discharges into a Type F catch basin at the southwest corner of the site. A 12" PVC pipe carries the flow to a curb opening inlet within the north curb line of Vista Way. An existing public 18" RCP within Vista Way carries the flow to the west and connects to an existing public 36" RCP storm drain system. The public 36" storm drain system crosses under Vista Way and State Highway 78, and eventually discharge into Buena Creek. The Q100 runoff for Basin "D" at the Type F catch basin is 3.87 cfs with a time of concentration of 10.27 minutes and an area of 1.08 ac.

The runoff coefficient used in the study analysis assumes an existing improvement condition runoff coefficient of 0.85 for the existing parking lot watershed areas, and a runoff coefficient of 0.35 for the vacant and landscaped site conditions.

### **Proposed Project Improvements**

The proposed improvements for the site would consist of the re-development of two existing parking areas that are not contiguous to one another. The first parcel is located at the NW corner of the Tri-City Hospital/Medical Campus. This parcel is divided into two watershed areas that are identified as Basin "A" and Basin "B". Proposed improvements to this parcel would consist of removing and reconfiguring the existing paved parking and drive aisles and adding additional parking within the vacant area north of the current parking lot. LID landscape strips would be incorporated between the parking stalls to minimize the impervious pavement area and provide treatment areas for storm water pollutants.

The second parcel is located at the SW corner of the Tri-City Hospital/Medical Campus. This parcel is divided into two watershed areas that are identified as Basin "C" and Basin "D". Proposed improvements to this parcel would consist of removing three existing buildings and removing and reconfiguring the existing paved parking lots and drive aisles for serving a new three-story Office/Medical building. Pervious pavement would be placed within a portion of the parking areas to minimize the amount of impervious pavement and provide treatment areas for storm water pollutants.

### **Proposed Condition Drainage**

#### *Northwest Parking Area*

The drainage watershed for the "The Northwest Parking Area" consists of two drainage basin areas which are identified as basins "A" and "B". The runoff within basins "A" and "B" flow across the site in a northwest to southeast direction. The new surface area within the drainage basins consists of AC pavement and (LID) bio-retention swales between the parking stalls. The bio-retention swales are designed to minimize the impervious pavement area and are utilized for treatment of the 85th percentile (first flush) runoff. The (LID) bio-retention swales provide treatment by infiltration and migration of the runoff downward through an 18 inch thick soil media layer, a rock storage layer and into perforated under-drain pipes that will be placed below the soil layer to pick up the treated runoff.

The Q100 runoff for drainage basins "A1 – A4" will flow within the bio-retention swales to grated inlets within the landscaped islands at the southerly end of the parking lot. The inlets will pick up the Q100 runoff and discharge the flows into a private storm drain system that carries the runoff to a curb opening type inlet within sub-basins "A5 – A6". The total Q100 runoff for subbasins "A1 – A6" is estimated to be 7.47 cfs with a time of concentration of 4.19 minutes and an area of 1.24 ac. When compared to the existing condition Q100 runoff of 3.68 cfs with a time of concentration of 7.80 minutes and an area of 1.23 ac., there is an increase of 3.79 cfs for the post-condition runoff. An underground detention vault would be designed to attenuate the post-condition runoff to the pre-condition Q100 flow rates.

The Q100 runoff for drainage basins "B1 – B2" will flow within the bio-retention swale to an inlet within the landscaped island at the southerly end of the parking lot. The inlets would discharge the flow into a private storm drain system that carries the runoff easterly. A trench drain inlet that crosses the width of the entry drive to the parking lot picks up runoff within sub-basin "B3."

The runoff would discharge into a storm drain pipe that connects to the private storm drain from sub-basins "B1- B2." The confluence flow is piped easterly to a curb opening inlet at the southeast corner of the parking lot. The curb opening inlet would intercept runoff from sub-basins "B5 – B6". The total Q100 runoff for sub-basins "B1 – B6" is estimated to be 5.01 cfs with a time of concentration of 3.47 minutes and an area of 0.94 ac. When compared to the existing condition Q100 runoff of 2.75 cfs with a time of concentration of 5.45 minutes and an area of 1.05 ac., there is an increased of 2.26 cfs for the post-condition runoff. An underground detention vault will be designed to attenuate the post-condition runoff to the pre-condition flow rates.

The sizing of the detention facility for basins "A" and "B" would be included in the "Final Hydrology Report" at the time of preparation of the final construction drawings. The proposed condition, un-mitigated flows for basins "A" and "B" would increase compared to the existing condition runoff. Hydro-modification would be required to mitigate the post condition Q2 flows to a release rate at or below the pre-condition runoff rate. Mitigated flows released from the detention structures would discharge into the existing private storm drain system and are piped southerly to Vista Way where flows discharge into a public 36" RCP storm drain system crossing under Vista Way and State Highway 78 and eventually discharges into Buena Creek.

#### *Southwest Parking and Building Area*

The drainage watershed for the "Southwest Parking and Building Area" consists of two drainage basin areas which are identified as basins "C" and "D". The runoff from basin "C" flows across the site in a northwest to southeast direction. The make-up of the surface area within the drainage basin consists of a new 3- story Office/Medical building, asphalt paving, concrete curbed landscape islands and pervious concrete pavement within select parking stalls. The pervious pavement areas are utilized for treatment of the 85th percentile (first flush) runoff within each specific sub-basin area. Treatment is provided beneath the pervious pavement by infiltration and migration of the runoff downward through an 18-inch thick soil media layer, a rock storage layer and into perforated under-drainpipes that will be placed below the soil layer to pick up the treated runoff. The Q2 treated runoff will be piped to an underground storage vault with an orifice outlet designed to release the flows at or below the post condition runoff rates.

The Q100 runoff for drainage basins "C1 – C2" will sheet flow across the parking area toward a 6-inch curb and gutter sloping easterly to a curb inlet. The curb inlet will discharge the flow into a private storm drain system that carries the runoff southeasterly to a Type A storm drain box. Flows confluence with runoff from sub-basins "C3 – C4" and are carried easterly in the private storm drain system. Flows from sub-basins "C5 – C8" enter the private storm drain system from a curb sump inlet located in the south parking stalls of sub-basin "C8." The flows within the private storm drain system continue east, then southeasterly picking up flow discharged from sump and curb opening inlets within sub-basin "C9 – C10". The confluence flow continues southerly to a junction box where flows are collected from sub-basins "C11

– C14". The total unmitigated Q100 runoff at the junction structure for sub-basins "C1 – C14" is estimated to be 11.28 cfs with a time of concentration of 5.39 minutes and an area of 2.05 ac. When compared to the existing condition Q100 runoff of 9.92 cfs with a time of concentration of 5.13 minutes and an area of 1.67 ac., there is an increase of 1.36 cfs for the post condition runoff. An underground detention vault will be designed to attenuate the post condition runoff to the precondition flow rates.

The sizing of the detention facility for basins "C" will be included in the "Final Hydrology Report" at the time of preparation of the final construction drawings. The proposed condition, un-mitigated flows for basins "C" will increase compared to the existing condition runoff. Hydro-modification will be required to mitigate the post condition Q2 flows to a released rate at or below the pre-condition runoff rates. Mitigated flows released from the detention structures will discharge into an existing public 18" RCP located within Vista Way.

The 18" RCP will carry the flow to the west and connect to an existing public 36" RCP storm drain system. The public 36" storm drain system crosses under Vista Way and State Highway 78 and eventually discharges into Buena Creek. The Q100 runoff for drainage basins "D1 – D4" will sheet flow across the parking area towards a 6 inch curb and gutter sloping to a curb sump inlet at the southwest corner of the new parking stalls. The curb inlet will discharge the flow into a private storm drain system that carries the runoff south to the existing curb opening within Vista Way. The total un-mitigated Q100 runoff at the existing curb inlet structure for sub-basins "D1 – D4" is estimated to be 3.71 cfs with a time of concentration of 4.05 minutes and an area of 0.61 ac. When compared to the existing condition Q100 runoff of 3.87 cfs with a time of concentration of 10.27 minutes and an area of 1.08 ac., there is a decrease of 0.16 cfs for the post condition runoff.

In the proposed condition, un-mitigated flows for basin "D" are less than the existing condition runoff. Hydro-modification will not be required for this basin. The un-mitigated flows will discharge into an existing public 18" RCP within Vista Way. The 18-inch RCP carries the flow to the west and connects to an existing public 36" RCP storm drain system. The public 36-inch storm drain system crosses under Vista Way and State Highway 78 and eventually discharges into Buena Creek. The runoff coefficient used in the study analysis assumes a proposed improvement condition runoff coefficient of 0.85 for the parking lot watershed areas, and a runoff coefficient of 0.35 for the landscaped conditions.

In summary, comparison of Tables 3.1 – 3.4 in the Preliminary Hydrology Report for the Northwest Parking lot area illustrate the un-mitigated Q100 proposed condition runoff for Basins "A" and "B" compared to the Q100 runoff existing condition runoff have increased. The proposed onsite Q100 storm event flows will be attenuated to the pre-condition runoff volumes by implementing an underground detention storage structure within each respective basins. There would be no negative impact to downstream storm drainage facilities or habitat with the development of the Project.

Comparison Tables 3.5 – 3.6 in the Preliminary Hydrology Report for the Southwest Parking and Building area show the unmitigated Q100 proposed condition runoff for Basin "C" compared to the Q100 runoff existing condition runoff have increased. The proposed onsite Q100 storm event flows would be attenuated to the pre-condition runoff volumes by implementing an underground detention storage structure within Basin "C." There will be no negative impact to downstream storm drainage facilities or habitat with the development of the Project.

Comparison Tables 3.7 – 3.8 in the Preliminary Hydrology Report for the Southwest Parking and Building area show the unmitigated Q100 proposed condition runoff for Basin "D" compared to the Q100 runoff existing condition runoff have decreased. The proposed onsite Q100 storm event flows will have no negative impact to downstream storm drainage facilities or habitat with the development of the Project.

The proposed condition, un-mitigated flows from basins "A" and "B" for the Northwest Parking Lot area and the proposed un-mitigated flows from basins "C" for the Southwest Parking and Building area have

increase compared to the existing condition runoff. Hydro-modification would be required to mitigate the post condition Q2 flows. The Q2 treated runoff would be piped to an underground storage vault with an orifice outlet designed to release the flows at or below the precondition runoff rates. The SWMP is required to address storm water mitigation and hydro-modification concerns for the proposed 24-hour 85th percentile storm event.

Impacts related to the proposed Project stormwater drainage system are less than significant. No mitigation is required.

f) *Otherwise substantially degrade water quality?*

**Less Than Significant Impact.** The proposed Project site grading and drainage is designed to emulate the pre-development condition of runoff patterns. As such, the proposed use of the site is not anticipated to degrade water quality. Typical construction BMPs, as defined within the SMWP, to be approved prior to the issuance of a grading permit, would be incorporated throughout the construction phase of the proposed Project to ensure impacts to water quality are less than significant. Furthermore, post-construction BMPs, as identified in the SWMP, would be implemented to ensure impacts to water quality are less than significant; refer to 14.8(a), above. The Project is not anticipated to have impacts on or interaction with groundwater as a result of the construction or operation of the proposed development. Therefore, impacts related to groundwater or degradation of water quality are considered less than significant, and no mitigation is required.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**No Impact.** The Project site is not within a 100-year floodplain hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map. No housing is proposed with the Project. Therefore, no impact would occur, and no mitigation is required.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

**No Impact.** The Project site is not within the 100-year floodplain. Therefore, no impact related to impediment or redirection of flood flows would occur, and no mitigation is required.

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 Project would not place housing or structures in an area that would be affected by flooding or the failure of a levee or dam. Therefore, there are no impacts related to this issue, and no mitigation is required.

j) *Inundation by seiche, tsunami, or mudflow?*

**Less Than Significant Impact.** The Project site is not in the vicinity of a waterbody that could inundate the site during a storm or seismic event. No steep hillsides are present that represent potential risk for inundation by mudflow, and therefore, the potential for mudflow to occur is considered to be low. Therefore, impacts related to potential inundation by seiche, tsunami, or mudflow are less than significant, and no mitigation is required.

k) *Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals,*

*pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?*

**Less Than Significant Impact.** The proposed Project site grading and drainage is designed to emulate the pre-development condition of runoff patterns and water quality. Typical construction BMPs, as defined within the SWMP, to be approved prior to the issuance of a grading permit, would be incorporated throughout the construction phase of the proposed Project. Furthermore, post-construction BMPs, as identified in the SWMP, would be implemented to ensure impacts to water quality are less than significant. No mitigation is required.

- l) Result in significant alternation of receiving water quality during or following construction?*

**No Impact.** During construction, erosion control measures, as identified in an approved SWPPP would be provided onsite to protect water quality; refer to Section 14.8(a) above. Long-term operation of the proposed facilities is not anticipated to result in impacts to water quality. No impacts would occur, and no mitigation is required.

- m) Could the proposed project result in increased erosion downstream?*

**Less Than Significant Impact.** The proposed Project will not substantially alter the existing drainage pattern of the site or area. The proposed Project site has been designed to maintain pre-development runoff characteristics by implementing site design and source control BMPs that will minimize impervious area and ensure that the proposed Project would not result in a substantial increase in the rate or amount of surface runoff in a manner that that would result in increased erosion downstream. Therefore, drainage impacts are considered less than significant, and no mitigation is required; refer to Section 14.8(a) above.

- n) Result in increased impervious surfaces and associated increased runoff?*

**Less Than Significant Impact.** The proposed Project will not substantially alter the existing drainage pattern of the site or area. The proposed Project site has been designed to maintain pre-development runoff characteristics by implementing site design and source control BMPs identified in the SWMP that would minimize impervious area and ensure that the proposed Project would not result in a substantial increase in the rate or amount of surface runoff in a manner that would result in increased impervious surfaces and associated increased runoff. Therefore, drainage impacts are considered less than significant, and no mitigation is required; refer to Section 14.8(a) above.

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

**Less Than Significant Impact.** The overall effect of the combined flows for the proposed condition will be less than or attenuated to existing condition flows by detention storage and would similarly be picked up by the existing storm drain system. Therefore, there would be no added impact to drainage patterns from the development. Proposed condition drainage basins and flow patterns are given in the *Preliminary Hydrology Report* prepared for the proposed Project, (Buccola Engineering, Inc., June 2011). Therefore, drainage impacts are considered less than significant, and no mitigation is required.

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

**Less Than Significant Impact.** According to the SWRCB, there are Impaired Receiving Waters to the proposed project; however, implementation of typical construction BMPs identified in an approved SWPPP and typical post-construction BMPs identified in an approved SWMP would ensure that impacts

to these Impaired Receiving Waters would be less than significant. No mitigation is required; refer to Section 14.8(a).

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

**No Impact.** The proposed Project site is not a tributary to environmentally sensitive areas. Therefore, no impacts are anticipated, and no mitigation is required.

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

**No Impact.** The Project would not discharge directly into surface waters nor involve operational characteristics that would result in pollutant discharges into such waters including pesticides, herbicides, fertilizers or similar chemicals. No impacts are anticipated, and no mitigation is required.

- 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 subsurface fuel tanks or similar features that could affect groundwater. The use of groundwater is not proposed with the Project. No impacts would occur, and no mitigation is required.

- 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 would not result in any violation of applicable water quality standards established by the Clean Water Act (CWA) and implemented by the San Diego Regional Water Quality Control Board (RWQCB) through the regional National Pollution Discharge Elimination System (NPDES) permit. No impacts would occur, and no mitigation is required.

- u) *Impact aquatic, wetland, or riparian habitat?*

**No Impact.** No aquatic, wetland, or riparian habitats have been identified onsite. As such, no impacts resulting from implementation of the proposed Project are anticipated, and no mitigation is required.

- v) *Potentially impact stormwater runoff from construction or post construction?*

**Less Than Significant Impact.** The proposed Project site grading and drainage is designed to emulate the pre-development condition of runoff patterns and water quality. Typical construction BMPs, as defined within an SWPPP, to be approved by the City prior to the issuance of a grading permit, would be incorporated throughout the construction phase of the proposed Project. Furthermore, post-construction BMPs, as identified in the SWMP, would be implemented to ensure potential impacts to water quality and the affect on beneficial uses of receiving waters are reduced to less than significant. Impacts would be less than significant, and no mitigation is required; refer to Section 14.8(a) above.

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

**Less Than Significant Impact.** The proposed Project would result in development of a medical office building and associated parking areas. The Project does not propose areas for material storage, vehicle

or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage (other than typical solid waste and medical waste disposal, as applicable), or outdoor work areas. Delivery areas and loading spaces for the proposed Project are planned to be provided via the existing main shipping and receiving area for the hospital. An agreement with the hospital to this effect has been made. The existing loading dock and delivery area is located immediately north of the proposed medical office building site on the opposite side of the hospital entry drive. As such, the proposed use of the Project site is not anticipated to result in the discharge of storm water pollutants from any of the above activities or uses.

Grading and drainage for the proposed Project has been designed to emulate the pre-development condition of runoff patterns. Impacts would be less than significant, and no mitigation is required.

- x) *Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?*

**Less Than Significant Impact.** Grading and drainage is designed to emulate the pre-development condition of runoff patterns and water quality. Typical construction BMPs, as defined within an SWPPP, to be approved by the City prior to the issuance of a grading permit, would be incorporated throughout the construction phase of the proposed Project. Furthermore, post-construction BMPs, as identified in the SWMP, would be implemented to ensure impacts to water quality and the affect on beneficial uses of receiving waters are less than significant; refer to Section 14.8(a). No mitigation is required.

- y) *Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?*

**Less Than Significant Impact.** A SWMP has been prepared by Buccola Engineering (June 2011). The SWMP provides a pre- and post-development comparison of the velocity of stormwater for the four onsite drainage basins proposed to control the flow of water off the site. Surface water from the site would flow to the public storm drain system. The storm drain system would not be adversely impacted by a change in velocity, as the storm drain pipes are not subject to erosion. Therefore, no impacts as a result of significant changes in flow velocity have been identified, and impacts would be less than significant. No mitigation is required.

- z) *Create significant increases in erosion of the project site or surrounding areas?*

**Less Than Significant Impact.** The proposed Project would not substantially alter the existing drainage pattern of the site or area. The proposed Project site has been designed to maintain pre-development runoff characteristics by implementing site design and source control BMPs. The combination of these measures would ensure that the proposed Project would not result in a substantial increase in the rate or amount of surface runoff in a manner that would result in increased erosion downstream, and therefore, erosion impacts are considered less than significant. No mitigation is required.

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

a) *Physically divide an established community?*

**No Impact.** The proposed Project will not have an impact on the physical arrangement of an established community. The proposed Project site is located within an urbanized area of the City of Oceanside and is within the boundaries of the parcel that presently supports the Tri-City Medical Center. The Center is bounded to the east by Thunder Drive; to the north by office buildings and single-family residences; to the west by a medical office building and a vacant lot; and, to the south by Vista Way. As such, the Project would not interfere with offsite uses, and proposes development similar to that which presently exists on the larger Tri-City Medical Center site. The design of the Project would reflect existing onsite facilities and would not be visually inconsistent with the character of the surrounding area. Furthermore, no change in land use on adjoining properties is anticipated as a result of implementation of the proposed Project. As such, the proposed land use would be consistent with the surrounding area and not divide the established communities adjacent to the site. Therefore, no impacts related to this issue would occur, and no mitigation is required.

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?*

**Less than Significant Impact.** The site has a City of Oceanside General Plan land use designation of Professional Commercial (PC). The proposed medical office building is a permitted use under the current land use designation. Additionally, the site is zoned Commercial Professional (CP). The proposed medical office is a permitted use under the current zoning.

The Project requires approval of a Conditional Use Permit (CUP) to address the proposed building height. A CUP has been requested to address the maximum proposed building height of 64 feet. The maximum height allowed in the Commercial Professional zone is 50 feet. Per Section 1130(v) of the Zoning Ordinance, the maximum height of structures may be increased beyond 50 feet with approval of a Conditional Use Permit. The proposed design plans show a maximum height of 64 feet to the top of the architectural entry features. This height is justified in helping to provide a unique and high-quality architectural character for the medical office building that would be situated in a highly visible location near the main entry of the Tri-City Medical Center. The increased height of the parapet would also be utilized to screen the building's rooftop mechanical equipment. The proposed height and scale of the building would blend in appropriately with its surroundings. The building would be located as part of the overall hospital Center along the Highway 78 corridor that is heavily developed with existing commercial and office uses.

The building would generally be viewed against the backdrop of the much larger and taller (5-8 stories) hospital facility. The proposed building would also be located in one of the areas of lower elevation within the Medical Center and would not be visible from the nearest residential areas located near the far northwest corner of the hospital parcel. Therefore, although a CUP is required to allow for the proposed medical building height, the slight increase in building height would not create a significant visual contrast with surrounding uses.

The Project is required to provide a minimum of 15% of onsite landscape areas. As proposed, the Project would provide an overall total of approximately 30.2% (67,450 sq. ft.) of onsite landscaping within both development areas (45,568 s.f. in the southern area and 21,982 s.f. in the northern area), thereby far exceeding the landscaping requirement.

The Project has been designed to meet all setback requirements. Additionally, offset from the entry plaza of the medical office building would be a patio space with table and seating areas that would be available to employees, patients and those waiting for patients. This passive space would be buffered from its surroundings by landscaping and would also be utilized as an employee eating area. This area exceeds the minimum 1,000 square foot size required by code.

The proposed Project would remove existing parking spaces associated with the hospital complex, but would provide new parking areas as required for the medical office use and would replace the required spaces for the existing hospital facilities. The majority of required parking would be provided adjacent to the medical office building in the southern development area, while additional required parking spaces would be provided in the proposed northern parking area. Per Section 3103 of the City of Oceanside Zoning Ordinance, a medical office use requires one space per 200 s.f., resulting in a total of 288 spaces required for the medical office building. A total of 223 spaces required for the existing hospital use would be removed with the Project; however, the Project would provide 128 spaces in the southern development area with an additional 281 spaces provided in the northern development area, thereby providing a total of 409 new parking spaces between both development areas, exceeding the City's parking requirements.

The Project site is not located within a Specific Plan Area and is not affected by a Local Coastal Program. For the above reasons, the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. Impacts would be less than significant, and no mitigation is required.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

**No Impact.** The proposed Project site is located within the City of Oceanside Draft Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (December 2005). The Project as designed would be consistent with applicable requirements of the Plan. As limited natural habitat occurs onsite, the Project would not result in significant impacts to biological resources. Therefore, the Project would not conflict with an applicable habitat conservation plan or natural community conservation plan. No impacts would occur, and no mitigation is required.

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

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- 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?*

This response applies to Questions a and b above.

**No Impact.** The proposed Project does not involve the extraction of minerals and would not impact any known mineral resource recovery sites, and would not impede any mineral resource extraction operations. Therefore, no impacts are anticipated, and no mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.11 NOISE.</b> Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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?*

**Short-term**

**Potentially Significant Unless Mitigated.** Short-term noise impacts would be generated by construction activities associated with the proposed Project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the Project area, but would no longer occur once construction of the Project is completed. The Project site is generally surrounded by other existing medical facilities associated with the Tri-City Medical Center; however, a number of single-family residential uses are located to the north of the northern development area. Potential noise impacts to these residential areas would be considered significant, as they are considered to be sensitive noise receptors. Project construction activities would be required to comply with construction hour limits specified in the City of Oceanside's Engineering Manual, as well as construction noise levels specified in the Noise Element of the City of Oceanside General Plan.

The following mitigation measures are proposed to ensure that noise impacts associated with Project construction activities would be reduced to less than significant levels.

**Mitigation Measures:**

- NOI #1      Use construction methods or equipment that would provide the lowest level of noise impact.
- NOI #2      Utilize a noise-attenuating jacket if the use of jackhammers is required.

- NOI #3 Schedule construction so that a minimum amount of construction equipment and/or vehicles would be operating at the same time.
- NOI #4 Use the latest technology to mitigate construction equipment noise, i.e., engine enclosures, intake and exhaust silencers, etc.
- NOI #5 Construct temporary noise walls or sound blankets along the Project boundaries if it is determined they are feasible and practical.
- NOI #6 All Project-related equipment and vehicles shall be fitted with effective exhaust silencers and would be maintained in proper working condition. Machines in intermittent use shall be shut down or throttled down during periods between uses.

### Long-Term

**Less Than Significant Impact.** Long-term noise levels are not anticipated to change significantly as the result of the proposed Project. The long-term noise-generating operational activities associated with the proposed Project would be similar to the surrounding operations associated with the Tri-City Medical Center; vehicular traffic, outdoor activities (i.e. public gathering areas, opening and closing of car doors, loading docks, etc.) and other miscellaneous noise-generating activities. As such, the Project is not anticipated to significantly increase ambient noise levels and would generate noise levels similar to the surrounding existing development. These activities do not generate excessive amounts of noise, and typically occur during daytime hours. Operational activities would be required to comply with the noise level standards as specified in Chapter 38 the City of Oceanside's Municipal Code. Additionally, the proposed parking lot in the northern development area represents a similar use to that which presently exists. Noise generated by vehicle use in this area, which is adjacent to the offsite single-family residential uses, would be similar to that which is presently generated. For the reasons above, impacts associated with long-term noise producing traffic or proposed Project operations would be less than significant, and no mitigation is required.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant Impact.** Groundborne noise is vibration transmitted through rock or other ground media, similar to noise transmitted via the atmosphere. Existing and post-construction Project operations would not generate substantial groundborne vibrations or noise levels. Project construction activities may result in a temporary increase in groundborne vibration; however, noise levels are not expected to be excessive, and therefore, impacts related to this issue are less than significant, and no mitigation is required.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

**Less Than Significant Impact.** The proposed Project site is located within the parcel boundaries of the existing Tri-City Medical Center. Existing operations onsite include the hospital/emergency room, parking, and other medical-related offices and support facilities. The site is adjacent Vista Way and within proximity to Highway 78, both of which have high volumes of traffic that produce vehicular noise that is a main contributor to the existing ambient noise level at the Project site. The proposed Project would result in development that is consistent with land uses either onsite or on the larger Tri-City Medical Center property (i.e. medical-related facilities, parking). Therefore, the Project would not significantly alter the existing use of site, or result in a use whose operational characteristics would conflict with existing surrounding uses.

As such, Project-related operational activities, including vehicular traffic, use of outdoor areas, opening and closing of car doors, operation of the loading dock and delivery areas, and other miscellaneous noise-generating activities would contribute to an increase in overall ambient noise levels in the Project vicinity above levels that exist without the Project. These operational activities would be similar to those of surrounding uses and would be partially muffled by traffic on the adjacent roadways. As such, the Project is anticipated to generate noise levels similar to the surrounding uses on the Tri-City Medical Center site. Furthermore, due to existing noise levels onsite resulting from the adjacent roadways and surrounding developments, the increase in ambient noise levels as a result of Project operational activities is anticipated to be minimal and less than significant. No mitigation is required.

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

**Potentially Significant Unless Mitigated.** Construction-related noise impacts from the proposed Project would be higher than existing ambient noise levels in the Project area but would no longer occur once construction of the Project is completed. Furthermore, the Project proposes mitigation measures (refer to 14.11(a) to ensure that temporary ambient noise during construction is avoided or minimized to a less than significant level. Implementation of these measures would reduce potential impacts from an increase in ambient noise levels during construction of the Project to less than significant levels.

- 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 site is not located within an airport land use plan or within two miles of a public airport. Therefore, there are no impacts related to this issue, and no mitigation is required.

- 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, there are no impacts anticipated, and no mitigation is required.

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

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

**Less Than Significant Impact.** According to the U.S. Census, in 2000, the City of Oceanside had an average household size of 2.83 persons per dwelling unit. The proposed Project would not develop residential uses, and it is anticipated that the majority of users of the proposed medical building would be from the City of Oceanside and surrounding communities, and construction and occupation of the proposed building would therefore not induce substantial population growth in the Project area, either directly or indirectly. Additionally, the presence of construction workers at the site during the construction phase would be temporary and short-term and would not lead to a permanent demand for housing, goods, or services in the area. As such, the proposed Project would not induce substantial population growth to the proposed Project area. Therefore, impacts would be less than significant, and no mitigation is required.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** There are no residences located on the Project site. Therefore, the proposed Project would not displace any existing homes or people, necessitating the construction of replacement housing elsewhere. No impacts are anticipated, and no mitigation is required.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact.** A limited number of single-family residential uses are located to the north of a portion of the northern development area. This area is presently used as a surface parking lot. The Project does not propose to change the use of this area. Therefore, conditions with the Project would be similar to that which currently exist, and no impacts to offsite residential uses would occur. There are no residences located on the Project site. Therefore, the proposed Project would not displace existing homes or people, necessitating the construction of replacement housing elsewhere. No impacts are anticipated, and no mitigation is required.

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

1) *Fire protection?*

**Less Than Significant Impact.** The Project site would receive fire protection services from the City of Oceanside Fire Department. The Fire Department currently provides service to the Tri-City Medical Center site. The proposed Project would result in construction of an approximately 57,476 s.f. medical office building and associated parking. As such, the Project would result in an incremental increase in the demand for fire protection services. The nearest station to the Project site is Fire Station 4, located at 3990 Lake Boulevard, approximately 0.3 mile to the southeast of the site.

Fire Station 4 would have primary responsibility for fire protection services to the proposed Project. Adequate response time to the site would be achieved, as the site is adjacent to the existing Tri-City Medical Center, which is served by the same Fire Station. Additionally, existing fire station facilities would adequately serve the proposed Project, and no new or expanded facilities would be necessary to maintain acceptable response times, service ratios, or other performance objectives for fire protection. The proposed Project would be required to pay impact fees in accordance with Chapter 32B of the Oceanside Municipal Code in an amount proportionate to the demand created by the Project, reducing potential impacts to a less than significant level. Additionally, the Fire Department would review the proposed Project design to assess emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements, and the Project would be required to comply with the California Building Code, further reducing potential impacts. As such, potential fire protection impacts associated with the proposed Project would be less than significant, and no mitigation is required.

2) *Police protection?*

**Less Than Significant Impact.** The Project site currently supports surface parking areas and several small supporting structures. Therefore, implementation of the proposed Project would incrementally increase demand for law enforcement services for the Project site. The Oceanside Police Department patrol officers are assigned to nine patrol areas covering approximately 42 square miles. Response times to the Project site would vary depending upon the location of the responding patrol vehicle. Although the proposed development of the medical office building would incrementally increase the demand for police

protection services in the Project area, it is anticipated that Oceanside Police Department would have adequate resources to serve the Project as proposed.

Furthermore, adequate response time to the site would be achieved, as the Tri-City Medical Center site is currently served by the City of Oceanside Police Department. As such, no new or expanded facilities would be necessary to maintain acceptable response times, service ratios, or other performance objectives for police protection. The proposed Project would be required to pay impact fees in accordance with Chapter 32B of the *Oceanside Municipal Code* in an amount proportionate to the demand created by the Project. Payment of required impact fees to the City of Oceanside would reduce potential impacts to less than significant. No mitigation measures are required.

3) *Schools?*

**Less Than Significant Impact.** The Project site is located within the Oceanside Unified School District (OUSD). The Project does not propose the construction of residential housing that could indirectly or directly create additional population that would increase demand for local educational services. It is anticipated that both construction and operational employees would be recruited from the existing local workforce and would commute to the proposed Project site from their homes in the surrounding area. Therefore, the proposed Project would not result in a significant increase in school-age children and would not adversely affect the local school-aged populations. No new or expanded school facilities would be necessary. The proposed Project would be required to pay impact fees in accordance with Chapter 32B of the *Oceanside Municipal Code* in an amount proportionate to the demand created by the Project. Payment of required impact fees to the City of Oceanside would reduce impacts to less than significant. Therefore, impacts on schools would be less than significant, and no mitigation is required.

4) *Parks?*

**Less Than Significant Impact.** The proposed Project would not increase the use of existing neighborhood or regional parks or other recreational facilities, as the proposed Project would not significantly change the existing use of the site, and thereby would not result in an increase in demand for offsite recreational facilities. Employees of the proposed medical building would only occupy the building during normal business hours, and would not create a significant increase in demand for area parks or open space. Additionally, the Project design includes an onsite outdoor patio area that would serve as a passive space for meeting or dining. As such, impacts would be less than significant, and no mitigation is required.

5) *Other public facilities?*

**Less than Significant Impact.** The proposed Project would result in construction of a new medical office building and associated surface parking. The proposed Project does not include construction of new housing that would generate an increase in population and result in an increase in demand for other public facilities (i.e. libraries). Furthermore, the proposed Project would not significantly increase the intensity of the use on the existing site, and public service needs could be met through existing facilities. As such, impacts would be less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.14 RECREATION.</b> Would the project:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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?*
- 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?*

**This response applies to Questions a and b above.**

**Less Than Significant Impact.** The proposed Project would result in construction of a medical office building and associated surface parking. It is anticipated that employees utilizing the building would reside in the City of Oceanside or surrounding communities and would not represent a significant population increase in the community that would result in an increased demand for public recreational facilities. Additionally, the Project design includes an outdoor patio area that can be used by employees and visitors for passive activities such as meeting with others and dining.

The proposed Project would not increase the use of existing neighborhood or regional parks or other recreational facilities, as the proposed Project would not significantly increase the use of the existing site and does not propose housing that may indirectly or directly increase population demand for new or expansion of existing area recreational facilities, or that would cause substantial deterioration of existing neighborhood or regional parks. As such, impacts would be less than significant, and no mitigation is required

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.15 TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion/management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Potentially Significant Impact Unless Mitigated.**

To evaluate potential traffic impacts on the surrounding roadway network and intersections, a traffic impact analysis was prepared for the Project. The Traffic Impact Analysis Report, dated June 2011, and prepared by RBF Consulting is available under separate cover. The traffic analysis evaluated potential traffic impacts at intersections and roadways in the vicinity of the Project site. The traffic analysis evaluated existing conditions, existing plus Project conditions, and cumulative project conditions. In addition, in accordance with regional guidelines, a Horizon Year Analysis was conducted for the year 2030 to include both without and with the potential SR 78/Rancho Del Oro Drive (RDO) interchange conditions and both without and with proposed Project conditions.

To determine the existing Level of Service (LOS) at the study intersections, intersection movement counts were taken on a typical weekday during the a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak period. Average Daily Traffic (ADT) volumes were also collected. Table 14.15-1, Existing Study Intersection Peak Hour LOS, summarizes the existing a.m. and p.m. peak hour LOS of the study intersections based on the existing peak hour intersection volumes and existing intersection geometry. As shown in Table 14.15-1, the existing study intersections are currently operating at an acceptable LOS (LOS D or better) during the a.m. and p.m. peak hours.

**Table 14.15-1  
Existing Study Intersection Peak Hour LOS**

Study Intersection	Existing Conditions			
	A.M.		P.M.	
	Delay	LOS	Delay	LOS
College Blvd / Waring Rd	22.7	C	23.7	C
College Blvd / Vista Way	25.7	C	29.1	C
Vista Way / SR78 WB Ramps	24.9	C	26.4	C
Vista Way / Tri-City Hospital Access <sup>(1)</sup>	20.7	C	18.3	C
Vista Way / Thunder Drive	19.1	B	19.2	B
Vista Way / Emerald Drive	32.0	C	30.0	C
College Blvd / SR78 EB Off-Ramp	14.8	B	17.5	B
College Blvd / Plaza Drive	18.7	B	23.4	C
College Blvd / Lake-Marron Rd	28.1	C	30.8	C
Plaza Drive / SR78 EB Ramps	19.8	B	26.2	C
Emerald Drive / SR78 WB Ramps	20.0	B	20.7	C
Emerald Drive / SR78 EB Ramps	20.2	C	23.4	C
Vista Way / Buena Hills	8.9	A	4.3	A
Vista Way / Rancho Del Oro	25.7	C	28.9	C
Note: Deficient intersection operation shown in bold.				
<sup>(1)</sup> Unsignalized Intersection				

Table 14.15-2, *Existing Roadway ADT Volumes and LOS*, presents the results of the existing conditions roadway segment level of service analysis. Roadway segment levels of service were calculated based on the capacity of the roadway determined by existing classification and ADT volumes. As shown in Table 14.15-2, all of the roadway segments currently operate at acceptable levels of service based on daily capacity thresholds (LOS C or better) except for the following segments:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive; and,
- Vista Way – Thunder Drive to Emerald Drive.

**Table 14.15-2  
Existing Roadway ADT Volumes and LOS**

Roadway	Location	Class (No. of lanes)	Capacity	Existing ADT	V/C	LOS
College Blvd	Waring Road to Vista Way	Major (6)	50,000	<b>40,187</b>	<b>0.80</b>	<b>D</b>
	Vista Way to Plaza Drive	Major (6)	50,000	<b>45,669</b>	<b>0.91</b>	<b>E</b>
	Plaza Drive to Lake Blvd	Major (6)	50,000	39,075	0.78	C
Emerald Dr	Vista Way to SR 78 WB Ramps <sup>1</sup>	Urban Major (6)	50,000	40,251	0.81	D
	SR 78 WB Ramps to Hacienda Dr <sup>1</sup>	Urban Major (6)	50,000	27,372	0.55	A
Vista Way	West of College Blvd	Secondary (4)	30,000	15,810	0.53	A
	College Blvd to SR 78 WB Ramps	Major (4) <sup>2</sup>	40,000 <sup>2</sup>	28,929	0.723	C
	SR 78 WB Ramps to Tri City Access	Secondary (4)	30,000	16,639	0.55	A
	Tri City Access to Thunder Drive	Secondary (4)	30,000	14,170	0.47	A
	Thunder Drive to Emerald Drive <sup>1</sup>	Collector (2)	8,800	<b>14,323</b>	<b>1.63</b>	<b>F</b>
Plaza Dr	College Blvd to SR 78 EB Ramps	Secondary (4)	30,000	23,589	0.79	C

Note: Deficient roadway segment operation shown in bold.

**Table 14.15-2, continued**

<sup>1</sup>City of Vista allows LOS D or better.

<sup>2</sup>This segment of Vista Way was analyzed using the daily capacity for a four-lane Major, based on the findings shown in Table C-3 of the current City of Oceanside Circulation Element; however, due to the short length of the segment (approximately 500 feet), segment capacity is determined by the operations of the intersections during the peak hours at either end of the segment. This segment primarily serves traffic entering and exiting SR-78 rather than carrying through traffic on Vista Way. Actual daily capacity may be less than 40,000 because there is not a balanced utilization of the lanes, due to more traffic turning left or right instead of traveling through the intersections on either end of the segment.

The proposed Project, which consists of 60,000 square feet of medical office space is forecast to generate approximately 3,000 vehicular trips per day, with approximately 180 a.m. peak hour trips and 330 p.m. peak hour trips; refer to Table 14.15-3, *Trip Generation Rates and Project Generated Trips*.

**Table 14.15-3  
Trip Generation Rates and Project Generated Trips**

Land Use	Daily Rate	AM Peak Hour			PM Peak Hour		
		Total (% of Daily)	In (% AM)	Out (% AM)	Total (% of Daily)	In (% PM)	Out (% PM)
Medical Office	50/KSF	6%	80%	20%	11%	30%	70%

Land Use	Intensity	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Medical Office	60 KSF	3,000	180	144	36	330	99	231

Source: SANDAG, "Not So Brief Guide", April 2002.

Note: KSF = 1000 square feet

To determine the existing plus Project operating conditions at the study intersections, the Project-generated trips were added to the existing condition volumes. Table 14.15-4, *Existing Plus Project Study Area Intersection Peak Hour LOS*, summarizes the existing plus Project a.m. and p.m. peak hour intersection LOS. Consistent with existing conditions, all intersections would continue to operate at LOS D or better with the addition of traffic generated by the proposed Project, except for the following intersection:

- Vista Way/Tri-City Hospital Access

The additional trips per day would account for a 16.2 second increase in delay at the Vista Way/Tri-City Hospital Access Intersection during the a.m. peak hour, resulting a the LOS dropping from LOS C to LOS E. As such, the increase in traffic would result in a significant increase in traffic in relation to the existing load and capacity of the street system. Therefore, impacts associated with the Vista Way/Tri-City Hospital Access are considered significant mitigation is required.

**Table 14.15-4  
Existing Plus Project Study Intersection Peak Hour LOS**

Study Intersection	Existing No Project				Existing Plus Project				Δ in Delay	
	AM		PM		AM		PM		AM	PM
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
College Blvd / Waring Rd	22.7	C	23.7	C	22.7	C	23.7	C	0.0	0.0
College Blvd / Vista Way	25.7	C	29.1	C	26.2	C	29.9	C	0.5	0.8
Vista Way / SR78 WB Ramps	24.9	C	26.4	C	25.2	C	27.3	C	0.3	0.9
Vista Way / Tri-City Hospital Access <sup>(1)</sup>	20.7	C	18.3	C	<b>36.9</b>	<b>E</b>	33.6	D	<b>16.2</b>	15.3
Vista Way / Thunder Drive	19.1	B	19.2	B	19.1	B	19.2	B	0.0	0.0

Table 14.15-4, continued

Study Intersection	Existing No Project				Existing Plus Project				Δ in Delay	
	AM		PM		AM		PM		AM	PM
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Vista Way / Emerald Drive	32.0	C	30.0	C	32.1	C	30.6	C	0.1	0.6
College Blvd / SR78 EB Off-Ramp	14.8	B	17.5	B	15.4	B	17.5	B	0.6	0.0
College Blvd / Plaza Drive	18.7	B	23.4	C	18.8	B	23.6	C	0.1	0.2
College Blvd / Lake-Marron Rd	28.1	C	30.8	C	28.2	C	30.9	C	0.1	0.1
Plaza Drive / SR78 EB Ramps	19.8	B	26.2	C	19.8	B	26.2	C	0.0	0.0
Emerald Drive / SR78 WB Ramps	20.0	B	20.7	C	20.0	B	20.7	C	0.0	0.0
Emerald Drive / SR78 EB Ramps	20.2	C	23.4	C	20.2	C	23.5	C	0.0	0.1
Vista Way / Buena Hills	8.9	A	4.3	A	8.9	A	4.3	A	0.0	0.0
Vista Way / Rancho Del Oro	25.7	C	28.9	C	25.8	C	29.2	C	0.1	0.3

Note: Deficient intersection operation shown in bold.  
Unsignalized Intersection

The results of the existing plus Project conditions roadway segment level of service analysis is presented in Table 14.15-5, *Existing Plus Project Roadway ADT Volumes and LOS*. As shown, the following roadway segments are forecast to operate at a deficient level of service without or with the proposed Project:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive; and,
- Vista Way – Thunder Drive to Emerald Drive.

The addition of Project trips to existing daily volumes on the segment of Vista Way from Thunder Drive to Emerald Drive would result in an increase in the volume-to-capacity (v/c) ratio that exceeds the threshold of significance (0.020) based on the SANTEC/ITE Guidelines; however, the City of Vista does not consider a roadway segment impact to be significant unless one or both of the signalized intersections on each end of the segment is operating at a deficient level of service. The intersections of Vista Way / Thunder Drive and Vista Way / Emerald Drive operate at acceptable levels of service (LOS D or better) during the peak hours under existing plus Project conditions. Therefore, the Project-related impact on the segment of Vista Way from Thunder Drive to Emerald Drive is less than significant, and mitigation measures are not required.

Although the segment of Vista Way from College Boulevard to the SR-78 Westbound Ramps is forecast to operate at LOS C under existing plus Project conditions, actual capacity may be less than the daily capacity that was assigned to this segment (see footnote #2 under Table 14.15-2). The addition of Project-related traffic to this segment results in an increase in the volume-to-capacity (v/c) ratio that exceeds the allowable threshold of significance (0.020) for segments operating at a deficient level of service. If the findings of the peak hour analysis show that this segment of Vista Way operates at a deficient level of service with the addition of Project-related traffic, this segment may be significantly impacted by the proposed Project.

The City of Oceanside requires a peak hour roadway segment analysis to be conducted for roadway segments forecast to operate at deficient levels of service based on ADT volumes and thresholds. The results of the peak hour segment analysis are presented in Table 14.15-6, *Existing Plus Project Peak Hour Segment Analysis*. As shown in Table 14.15-6, the following roadway segments operate at deficient levels of service (LOS E or worse) during the morning and/or afternoon peak hours under existing plus Project conditions:

- College Boulevard – Waring Road to Vista Way;

- College Boulevard – Vista Way to Plaza Drive; and,
- Vista Way – College Boulevard to SR 78 Westbound Ramps.

The results of the peak hour segment analysis in Table 14.15-6 show that Vista Way from College Boulevard to the SR-78 Westbound Ramps operates at a deficient level of service under existing plus Project conditions. As shown in Table 14.15-5, the addition of Project trips to Vista Way from College Boulevard to the SR-78 Westbound Ramps results in an increase in the v/c ratio that exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. Therefore, the impact of the proposed Project to Vista Way from College Boulevard to the SR-78 Westbound Ramps is considered significant.

**Table 14.15-5  
Existing Plus Project Roadway ADT Volumes and LOS**

Roadway	Location	Class (# Lanes)	Capacity	Existing			Existing Plus Project			Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
College Blvd	Waring Road to Vista Way	Major (6)	50,000	<b>40,187</b>	<b>0.80</b>	D	<b>40,637</b>	<b>0.813</b>	D	0.009
	Vista Way to Plaza Drive	Major (6)	50,000	<b>45,669</b>	<b>0.91</b>	E	<b>46,629</b>	<b>0.933</b>	E	0.019
	Plaza Drive to Lake Blvd	Major (6)	50,000	39,075	0.78	C	39,375	0.788	C	0.006
Emerald Dr	Vista Way to SR 78 WB Ramps <sup>1</sup>	Urban Major (6)	50,000	40,251	0.81	D	40,401	0.808	D	0.003
	SR 78 WB Ramps to Hacienda Dr <sup>1</sup>	Urban Major (6)	50,000	27,372	0.55	A	27,522	0.550	A	0.003
Vista Way	West of College Blvd	Secondary (4)	30,000	15,810	0.53	A	16,260	0.542	A	0.015
	College Blvd to SR 78 WB Ramps	Major (4) <sup>2</sup>	40,000 <sup>2</sup>	<b>28,929</b>	<b>0.723</b>	C	<b>30,789</b>	<b>0.770</b>	C	<b>0.047<sup>3</sup></b>
	SR 78 WB Ramps to Tri City Access	Secondary (4)	30,000	16,639	0.55	A	19,249	0.642	B	0.087
	Tri City Access to Thunder Drive	Secondary (4)	30,000	14,170	0.47	A	14,560	0.485	A	0.013
	Thunder Drive to Emerald Drive <sup>1</sup>	Collector (2)	8,800	14,323	1.63	F	14,653	1.665	F	0.037 <sup>4</sup>
Plaza Dr	College Blvd to SR 78 EB Ramps	Secondary (4)	30,000	23,589	0.79	C	23,799	0.793	C	0.007

Note: Deficient roadway segment operation shown in bold. Change in V/C shown in bold indicates a significant impact.

<sup>1</sup> City of Vista allows LOS D or better.

<sup>(2)</sup> This segment of Vista Way was analyzed using the daily capacity for a four-lane Major, based on the findings shown in Table C-3 of the current City of Oceanside Circulation Element; however, due to the short length of the segment (approximately 500 feet), segment capacity is determined by the operations of the intersections during the peak hours at either end of the segment. This segment primarily serves traffic entering and exiting SR-78 rather than carrying through traffic on Vista Way. Actual daily capacity may be less than 40,000 because there is not a balanced utilization of the lanes, due to more traffic turning left or right instead of traveling through the intersections on either end of the segment.

<sup>(3)</sup> Although this segment is shown to operate at LOS C, the increase in the v/c ratio exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. If actual capacity is less than LOS C, the addition of Project-related traffic may result in a significant impact.

<sup>(4)</sup> Although the increase in the v/c ratio exceeds the significance threshold of 0.020, the City of Vista considers the Project-related impact to be less than significant because the intersections at both ends of the segment operate at acceptable LOS during the peak hours under existing plus Project conditions.

**Table 14.15-6  
 Existing Plus Project Peak Hour Segment Analysis**

Segment	From/To	AM Peak Hour		PM Peak Hour		
		Speed (mph)	LOS	Speed (mph)	LOS	
College Blvd	Waring Road to Vista Way	NB	18.6	D	20.9	D
		SB	12.5	F	9.9	F
College Blvd	Vista Way to Plaza Dr	NB	13.4	E	11.4	F
		SB	20.9	D	21.6	D
Vista Way	College Blvd. to SR 78 WB Ramps	EB	9.0	F	7.8	F
		WB	16.6	E	9.5	F

Note: Deficient roadway segment operation shown in bold.

In all cases in which a roadway segment is forecast to operate at LOS D or worse based on ADT volumes and thresholds, the City of Oceanside requires the development of creative measures for each deficient segment, regardless of whether the Project is found to cause a significant impact based on the v/c ratio increase. A list of creative measures for all deficient segments is provided in Table 14.15-20.

Mitigation Measures

*Vista Way/Tri-City Hospital Access*

- TR #1 Install new traffic signal at Project driveway on Vista Way. The new traffic signal shall include a CCTV camera and Actelis switch so that this new signal can be part of the City's Traffic Management Center operations and monitoring program.

*Vista Way from College Boulevard to SR-78 Westbound Ramps*

- TR #2 Restripe westbound approach of the intersection of College Boulevard / Vista Way to provide two left-turn lanes, one through lane and one right-turn lane. This improvement will convert the outside westbound through lane to an exclusive right-turn lane. The existing and future westbound right-turn volumes are higher than the through volumes, and the forecast 2030 through volumes can be accommodated by a single westbound through lane at the intersection. This recommended improvement will improve intersection operations, and reassigning one of the existing westbound through lanes to a right-turn lane will balance the utilization of the westbound lanes.
- TR #3 Provide a right-turn overlap signal phase for the westbound approach of the College Boulevard / Vista Way intersection.
- TR #4 Restripe Vista Way to provide one additional westbound lane that will transition to the westbound dual left-turn lanes at the intersection of College Boulevard / Vista Way. This improvement will provide more storage capacity for the westbound left-turn movements at College Boulevard / Vista Way, and will increase capacity by increasing the number of travel lanes to three lanes in each direction along the extent of the segment.
- TR #5 Develop improvement plans and construction cost estimates for a future westbound right-turn lane at College Boulevard / Vista Way, assuming the development of a City Capital Improvements Program (CIP) project for this improvement. A future westbound right-turn lane would restore the existing dual through lanes at the westbound approach of this intersection.

With implementation of Mitigation Measures TR #1 to TR #5, potential impacts would be reduced to less than significant by contributing to the City's traffic management system, which allows the City to manage traffic flows on a cumulative scale in real time at a traffic operations center. As a result of managing traffic flows, the performance of the affected intersections is improved and congestion is reduced.

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

**Potentially Significant Impact Unless Mitigated.**

**Cumulative**

Based on a list of eight cumulative projects provided by the City of Oceanside, the cumulative projects are forecast to generate approximately 57,110 ADT, which includes approximately 5,103 a.m. peak hour trips and approximately 6,482 p.m. peak hour trips; refer to Table 14.15-7, *Cumulative Projects Trip Generation*. The addition of cumulative project volumes during the a.m. and p.m. peak hours under existing plus cumulative and existing plus cumulative plus Project conditions to intersections would change the LOS at the intersection of Vista Way/Tri-City Hospital Access to a deficient level of service in the a.m. and p.m. hours, resulting in a significant impact; refer to Table 14.15-8, *Existing Plus Cumulative Plus Project Study Intersection Peak Hour LOS*. All other study intersections would continue to operate at LOS D or better. As shown in Table 14.15-9, *Existing Plus Cumulative Plus Project Roadway ADT Volumes and LOS*, the following study roadway segments are forecast to operate at deficient levels of service (LOS D or worse) without or with the Project:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive;
- College Boulevard – Plaza Drive to Lake Blvd;
- Vista Way – Thunder Drive to Emerald Drive; and,
- Plaza Drive – College Blvd to SR 78 EB Ramps.

The addition of Project trips to existing daily volumes on the segment of Vista Way from Thunder Drive to Emerald Drive would result in an increase in the volume-to-capacity (v/c) ratio that exceeds the threshold of significance (0.020) based on the SANTEC/ITE Guidelines; however, the City of Vista does not consider a roadway segment impact to be significant unless one or both of the signalized intersections on each end of the segment is operating at a deficient level of service. As shown in Table 14.15-8, the intersections of Vista Way/ Thunder Drive and Vista Way/ Emerald Drive operate at acceptable levels of service (LOS D or better) during the peak hours under existing plus cumulative conditions with the proposed Project. Therefore, the Project-related impact on the segment of Vista Way from Thunder Drive to Emerald Drive is less than significant, and mitigation measures are not required.

Although the segment of Vista Way from College Boulevard to the SR-78 Westbound Ramps is forecast to operate at LOS C under existing plus cumulative plus Project conditions, actual capacity may be less than the daily capacity that was assigned to this segment (see footnote #2 under Table 14.15-9). The addition of Project-related traffic to this segment results in an increase in the volume-to-capacity (v/c) ratio that exceeds the allowable threshold of significance (0.020) for segments operating at a deficient level of service. If the findings of the peak hour analysis show that this segment of Vista Way operates at a deficient level of service with the addition of Project-related traffic, this segment may be significantly impacted by the proposed Project.

**Table 14.15-7  
Cumulative Projects Trip Generation**

Project	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
1) Ocean Ranch <sup>1</sup>	21,452	2,371	2,118	254	2,512	509	2,004
2) Seagate Corporate Center <sup>2</sup>	3,080	184	131	53	297	123	174
3) El Corazon Master Plan (Phase One)	13,275	403	234	169	1,349	687	662
4) Ocean Terrace <sup>3</sup>	1,333	90	74	16	149	43	106
5) Vista Pacific Condos	170	14	4	10	17	12	5
6) Pacific Coast Business Park <sup>4</sup>	15,120	1,879	1,691	188	1,886	377	1,509
7) Ambulatory Care Facility	1,629	105	81	24	176	56	120
8) Oceanside Marketplace <sup>5</sup>	1,051	57	39	18	96	48	48
<b>TOTAL:</b>	<b>57,110</b>	<b>5,103</b>	<b>4,371</b>	<b>732</b>	<b>6,482</b>	<b>1,855</b>	<b>4,627</b>

<sup>1</sup>Ocean Ranch is approximately 40 percent built. Therefore, 60 percent of the total project daily trips were included per City direction. <sup>2</sup>Seagate is approximately 90% occupied, including office, R&D, and a new VA medical clinic. The hotel use is approved but not yet built.  
<sup>3</sup>Seagate is approximately 90% occupied, including office, R&D, and a new VA medical clinic. The hotel use is approved but not yet built.  
<sup>4</sup>Ocean Terrace is built and is approximately 70-percent occupied, therefore 30-percent of the total Project daily trips were included per City direction.  
<sup>5</sup>Pacific Coast Business Park is approximately 10-percent built, therefore 90-percent of the total Project daily trips were included per City direction.  
<sup>6</sup>Oceanside Marketplace is built and is approximately 50-percent occupied, therefore 50-percent of the total Project daily trips were included per City direction.

**Table 14.15-8  
Existing Plus Cumulative Plus Project Study Intersection Peak Hour LOS**

Study Intersection	Existing Plus Cumulative Conditions								Change in Delay	
	No Project				With Project				AM	PM
	AM Delay	AM LOS	PM Delay	PM LOS	AM Delay	AM LOS	PM Delay	PM LOS		
College Blvd / Waring Way	22.1	C	26.4	C	22.2	C	26.4	C	0.1	0.0
College Blvd / Vista Way	27.6	C	32.1	C	28.8	C	33.3	C	1.2	1.2
Vista Way / SR78 WB Ramps	25.1	C	27.0	C	25.7	C	28.0	C	0.6	1.0
Vista Way / Tri-City Hospital Access <sup>(1)</sup>	22.3	C	19.4	C	<b>42.2</b>	<b>E</b>	<b>40.2</b>	<b>E</b>	<b>19.9</b>	<b>20.8</b>
Vista Way / Thunder Drive	19.1	B	19.2	B	19.1	B	19.2	B	0.0	0.0
Vista Way / Emerald Drive	32.0	C	30.0	C	32.1	C	30.6	C	0.1	0.6
College Blvd / SR78 EB Off-Ramp	16.5	B	17.6	B	17.0	B	17.6	B	0.5	0.0
College Blvd / Plaza Drive	19.1	B	25.5	C	19.1	B	25.8	C	0.0	0.3
College Blvd / Lake-Marron Rd	28.2	C	30.8	C	28.2	C	31.0	C	0.0	0.2
Plaza Drive / SR78 EB Ramps	19.7	B	25.8	C	19.7	B	25.8	C	0.0	0.0
Emerald Drive / SR78 WB Ramps	20.0	B	20.7	C	20.0	B	20.7	C	0.0	0.0
Emerald Drive / SR78 EB Ramps	20.2	C	23.4	C	20.2	C	23.5	C	0.0	0.1
Vista Way / Buena Hills	7.3	A	3.8	A	7.3	A	3.8	A	0.0	0.0
Vista Way / Rancho Del Oro	32.3	C	44.6	D	32.3	C	45.7	D	0.0	1.1

Note: Deficient intersection operation shown in bold.  
<sup>(1)</sup> Unsignalized Intersection

**Table 14.15-9  
Existing Plus Cumulative Plus Project Roadway ADT Volumes and LOS**

Roadway	Location	Class (# Lanes)	Capacity	Existing + Cumulative No Project			Existing + Cumulative With Project			Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
College Blvd	Waring Road to Vista Way	Major (6)	50,000	<b>44,861</b>	<b>0.90</b>	<b>D</b>	<b>45,311</b>	<b>0.906</b>	<b>E</b>	0.009
	Vista Way to Plaza Drive	Major (6)	50,000	<b>48,670</b>	<b>0.97</b>	<b>E</b>	<b>49,630</b>	<b>0.993</b>	<b>E</b>	0.019
	Plaza Drive to Lake Blvd	Major (6)	50,000	<b>40,284</b>	<b>0.81</b>	<b>D</b>	<b>40,584</b>	<b>0.812</b>	<b>D</b>	0.006
Emerald Dr	Vista Way to SR 78 WB Ramps <sup>1</sup>	Urban Major (6)	50,000	40,313	0.81	D	40,463	0.809	D	0.003
	SR 78 WB Ramps to Hacienda Dr <sup>1</sup>	Urban Major (6)	50,000	27,372	0.55	A	27,522	0.550	A	0.003
Vista Way	West of College Blvd	Secondary (4)	30,000	17,742	0.59	A	18,192	0.606	B	0.015
	College Blvd to SR 78 WB Ramps	Secondary (4) <sup>2</sup>	40,000 <sup>2</sup>	29,805	0.745	C	31,665	0.792	C	0.047 <sup>3</sup>
	SR 78 WB Ramps to Tri City Access	Secondary (4)	30,000	16,953	0.57	A	19,563	0.652	B	0.087
	Tri City Access to Thunder Drive	Secondary (4)	30,000	14,288	0.48	A	14,678	0.489	A	0.013
	Thunder Drive to Emerald Drive <sup>1</sup>	Collector (2)	8,800	<b>14,376</b>	<b>1.63</b>	<b>F</b>	<b>14,706</b>	<b>1.671</b>	<b>F</b>	0.037 <sup>4</sup>
Plaza Dr	College Blvd to SR 78 EB Ramps	Secondary (4)	30,000	<b>24,925</b>	<b>0.83</b>	<b>D</b>	<b>25,135</b>	<b>0.838</b>	<b>D</b>	0.007

Note: Deficient roadway segment operation shown in bold. Change in V/C shown in bold indicates a significant impact.

<sup>1</sup>City of Vista allows LOS D or better.

<sup>2</sup>This segment of Vista Way was analyzed using the daily capacity for a four-lane Major, based on the findings shown in Table C-3 of the current City of Oceanside Circulation Element; however, due to the short length of the segment (approximately 500 feet), segment capacity is determined by the operations of the intersections during the peak hours at either end of the segment. This segment primarily serves traffic entering and exiting SR-78 rather than carrying through traffic on Vista Way. Actual daily capacity may be less than 40,000 because there is not a balanced utilization of the lanes, due to more traffic turning left or right instead of traveling through the intersections on either end of the segment.

<sup>3</sup> Although this segment is shown to operate at LOS C, the increase in the v/c ratio exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. If actual capacity is less than LOS C, the addition of Project-related traffic may result in a significant impact.

<sup>4</sup> Although the increase in the v/c ratio exceeds the significance threshold of 0.020, the City of Vista considers the Project-related impact to be less than significant because the intersections at both ends of the segment operate at acceptable LOS during the peak hours under existing plus cumulative plus Project conditions.

A peak hour roadway segment analysis was conducted for the segments forecast to operate at deficient levels of service based on ADT volumes and thresholds; refer to Table 14.15-10, *Existing Plus Cumulative Plus Project Peak Hour Segment Analysis*. As shown in Table 14.15-10, the following roadway segments operate at deficient levels of service (LOS E or worse) during the morning and/or afternoon peak hours under existing plus cumulative plus Project conditions:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive;
- College Boulevard – Plaza Drive to Lake Boulevard;
- Vista Way – College Boulevard to SR 78 Westbound Ramps; and,
- Plaza Drive – College Boulevard to SR 78 Eastbound Ramps.

As such, cumulative traffic impacts resulting from implementation of the proposed Project would be potentially significant and would require mitigation.

**Table 14.15-10  
Existing Plus Cumulative Plus Project Peak Hour Segment Analysis**

Segment	From/To		AM Peak Hour		PM Peak Hour	
			Speed (mph)	LOS	Speed (mph)	LOS
College Blvd	Waring Road to Vista Way	NB	17.5	D	19.7	D
		SB	<b>12.2</b>	F	<b>9.6</b>	F
College Blvd	Vista Way to Plaza Dr	NB	12.6	F	9.9	F
		SB	<b>15.3</b>	E	21.3	D
College Blvd	Plaza Drive to Lake Blvd	NB	19.0	D	9.2	F
		SB	<b>15.7</b>	E	17.3	D
Vista Way	College Blvd. to SR 78 WB Ramps	EB	<b>8.9</b>	F	<b>7.0</b>	F
		WB	17.8	D	<b>8.2</b>	F
Plaza Drive	College Blvd. to SR 78 EB Ramps	EB	26.2	B	22.3	C
		WB	<b>12.0</b>	F	<b>12.0</b>	F

Note: Deficient roadway segment operation shown in bold.

The results of the peak hour segment analysis in Table 14.15-10 show that Vista Way from College Boulevard to the SR-78 Westbound Ramps operates at a deficient level of service under existing plus cumulative plus Project conditions. As shown previously in Table 14.15-9, the addition of Project trips to Vista Way from College Boulevard to the SR-78 Westbound Ramps results in an increase in the v/c ratio that exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. Therefore, the impact of the proposed Project to Vista Way from College Boulevard to the SR-78 Westbound Ramps is considered significant.

The results of the cumulative conditions analysis show that by Project-opening year one intersection and six roadway segments are forecast to operate at deficient levels of service without or with the proposed Project. Table 14.15-11 summarizes the forecast deficiencies and identifies short-term Project impacts.

**Table 14.15-11  
Short-Term Significant Impacts**

Forecast Deficient Intersection or Segment	Existing Conditions			Cumulative Conditions		
	No Project	With Project	Significant?	No Project	With Project	Significant?
<b>Intersection</b>						
Vista Way/Tri-City Hospital Access		✓	Yes		✓	Yes
<b>Roadway Segment</b>						
College Boulevard Waring Road to Vista Way	✓	✓	No	✓	✓	No
College Boulevard Vista Way to Plaza Drive	✓	✓	No	✓	✓	No
College Boulevard Plaza Drive to Lake Blvd-Marron Rd				✓	✓	No
Vista Way College Blvd. to SR-78 WB Ramps		✓ (1)	Yes (1)		✓ (1)	Yes (1)
Vista Way Thunder Drive to Emerald Drive	✓	✓	No (2)	✓	✓	No (2)
Plaza Drive College Blvd to SR-78 EB Ramps				✓	✓	No

**Table 14.15-11, continued**

✓ = Deficient intersection or roadway segment.

<sup>(1)</sup> Significant impact is based on the increase in the v/c ratio exceeding the significance threshold of 0.020, and the results of the peak hour segment analysis, which shows that this segment operates at a deficient LOS during the peak hours.

<sup>(2)</sup> Although the increase in the v/c ratio exceeds the significance threshold of 0.020, the City of Vista considers the Project-related impact to be less than significant because the intersections at both ends of the segment operate at acceptable LOS during the peak hours.

As required by the City of Oceanside, creative measures were developed for all deficient segments that are not significantly impacted by the proposed Project. A list of creative measures for all deficient segments is provided in Table 14.15-20.

### Mitigation Measures

#### *Vista Way/Tri-City Hospital Access*

- TR #1 Install new traffic signal at Project driveway on Vista Way. The new traffic signal shall include a CCTV camera and Actelis switch so that this new signal can be part of the City's Traffic Management Center operations and monitoring program.

#### *Vista Way from College Boulevard to SR-78 Westbound Ramps*

- TR #2 Restripe westbound approach of the intersection of College Boulevard / Vista Way to provide two left-turn lanes, one through lane and one right-turn lane. This improvement will convert the outside westbound through lane to an exclusive right-turn lane. The existing and future westbound right-turn volumes are higher than the through volumes, and the forecast 2030 through volumes can be accommodated by a single westbound through lane at the intersection. This recommended improvement will improve intersection operations, and reassigning one of the existing westbound through lanes to a right-turn lane will balance the utilization of the westbound lanes.
- TR #3 Provide a right-turn overlap signal phase for the westbound approach of the College Boulevard / Vista Way intersection.
- TR #4 Restripe Vista Way to provide one additional westbound lane that will transition to the westbound dual left-turn lanes at the intersection of College Boulevard / Vista Way. This improvement will provide more storage capacity for the westbound left-turn movements at College Boulevard / Vista Way, and will increase capacity by increasing the number of travel lanes to three lanes in each direction along the extent of the segment.
- TR #5 Develop improvement plans and construction cost estimates for a future westbound right-turn lane at College Boulevard / Vista Way, assuming the development of a City Capital Improvements Program (CIP) project for this improvement. A future westbound right-turn lane would restore the existing dual through lanes at the westbound approach of this intersection.

#### *College Boulevard from Waring Road to Plaza Drive*

- TR #6 Install a CCTV camera with Actelis switch at College Boulevard and Waring Road.
- TR #7 Construct a second northbound right-turn lane at the intersection of College Blvd./Vista Way. This improvement will require restriping the eastbound approach of Vista Way / SR-78 WB Ramps to provide a shared through/right-turn lane in addition to the existing right-turn lane.

TR #8 Develop improvement plans and construction cost estimates for a future northbound right-turn lane on College Boulevard at Plaza Drive.

With implementation of Mitigation Measures TR #1 to TR #8, potential impacts would be reduced to less than significant by contributing to the City's traffic management system, which allows the City to manage traffic flows on a cumulative scale in real time at a traffic operations center. As a result of managing traffic flows, the performance of the affected intersections is improved and congestion is reduced.

**Horizon Year (2030) Conditions**

Two scenarios were evaluated under Horizon Year 2030 conditions per the direction of City of Oceanside Traffic Engineering staff: without the RDO/SR 78 interchange and with the RDO/SR 78 interchange. The Horizon Year 2030 traffic model assumes the build-out of the City of Oceanside Circulation Element and the City of Vista Circulation Element.

*Intersection Level of Service Analysis – Without the RDO/SR 78 Interchange*

The results of the Horizon Year 2030 level of service analysis without the RDO/SR 78 interchange are summarized in Table 14.15-12, Horizon Year 2030 Study Intersection Peak Hour LOS Without RDO/SR 78 Interchange. As shown in Table 14.15-12, all study intersections are forecast to operate at acceptable levels of service without and with the Project, with the exception of Vista Way / Tri-City Hospital Access, which is forecast to operate at LOS F with the addition of Project trips. The addition of Project trips to the intersection results in a change in LOS from acceptable to deficient, resulting in a significant impact, and therefore mitigation would be required.

**Table 14.15-12  
Horizon Year 2030 Study Intersection Peak Hour LOS Without RDO/SR 78 Interchange**

Study Intersection	Horizon Year 2030 Without RDO No Project				Horizon Year 2030 Without RDO With Project				Δ in Delay	
	AM		PM		AM		PM		AM	PM
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
College Blvd / Waring Rd	30.1	C	28.6	C	30.3	C	28.6	C	0.2	0.0
College Blvd / Vista Way	40.4	D	33.1	C	43.9	D	34.6	C	3.5	1.5
Vista Way / SR78 WB Ramps	25.0	C	26.5	C	25.5	C	27.5	C	0.5	1.0
Vista Way / Tri-City Hospital Access <sup>(1)</sup>	27.3	D	32.7	D	57.6	F	90.4	F	30.3	57.7
Vista Way / Thunder Drive	19.1	B	19.8	B	19.1	B	19.8	B	0.0	0.0
Vista Way / Emerald Drive	31.5	C	31.7	C	31.6	C	32.5	C	0.1	0.8
College Blvd / SR78 EB Off-Ramp	18.3	B	20.9	C	18.7	B	21.0	C	0.4	0.1
College Blvd / Plaza Drive	21.2	C	27.3	C	21.3	C	27.7	C	0.1	0.4
College Blvd / Lake-Marron Rd	28.5	C	32.8	C	28.6	C	33.0	C	0.1	0.2
Plaza Drive / SR78 EB Ramps	21.0	C	27.8	C	21.0	C	27.8	C	0.0	0.0
Emerald Drive / SR78 WB Ramps	23.7	C	23.0	C	23.7	C	23.0	C	0.0	0.0
Emerald Drive / SR78 EB Ramps	23.7	C	30.9	C	23.7	C	31.4	C	0.0	0.5
Vista Way / Buena Hills	9.7	A	4.9	A	9.7	A	4.9	A	0.0	0.0
Vista Way / Rancho Del Oro	28.3	C	31.9	C	28.3	C	32.1	C	0.0	0.2

Note: Deficient intersection operation shown in bold.  
<sup>(1)</sup>Unsignalized Intersection

*Intersection Level of Service Analysis – With the RDO/SR 78 Interchange*

The results of the Horizon year 2030 level of service analysis with the RDO/SR 78 interchange are summarized in Table 14.15-13, Horizon Year 2030 Study Intersection Peak Hour LOS With RDO/SR 78 Interchange. The construction of the RDO/SR 78 interchange would result in a shift in traffic volumes, resulting in a reduction in traffic on College Boulevard and subsequent improved traffic conditions. All study intersections are forecast to operate at acceptable levels of service without and with the Project, with the exception of Vista Way / Tri-City Hospital Access, which is forecast to operate at LOS F with the addition of Project trips. The addition of Project trips to the intersection results in a change in LOS from acceptable to deficient, resulting in a significant impact and mitigation would be required.

**Table 14.15-13  
Horizon Year 2030 Study Intersection Peak Hour LOS With RDO/SR 78 Interchange**

Study Intersection	Horizon Year 2030 With RDO No Project				Horizon Year 2030 With RDO With Project				Δ in Delay	
	AM		PM		AM		PM		AM	PM
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
College Blvd / Waring Rd	23.5	C	27.2	C	23.5	C	27.2	C	0.0	0.0
College Blvd / Vista Way	27.0	C	29.2	C	27.7	C	29.9	C	0.7	0.7
Vista Way / SR78 WB Ramps	24.9	C	26.3	C	25.2	C	27.0	C	0.3	0.7
Vista Way / Tri-City Hospital Access <sup>(1)</sup>	27.3	D	32.7	D	<b>57.6</b>	<b>F</b>	<b>90.4</b>	<b>F</b>	<b>30.3</b>	<b>57.7</b>
Vista Way / Thunder Drive	19.1	B	19.8	B	19.1	B	19.8	B	0.0	0.0
Vista Way / Emerald Drive	31.5	C	31.7	C	31.6	C	32.5	C	0.1	0.8
College Blvd / SR78 EB Off-Ramp	15.3	B	18.2	B	15.9	B	18.3	B	0.6	0.1
College Blvd / Plaza Drive	20.7	C	25.5	C	20.7	C	25.8	C	0.0	0.3
College Blvd / Lake-Marron Rd	28.5	C	32.8	C	28.6	C	33.0	C	0.1	0.2
Plaza Drive / SR78 EB Ramps	21.4	C	27.6	C	21.4	C	27.6	C	0.0	0.0
Emerald Drive / SR78 WB Ramps	23.7	C	23.0	C	23.7	C	23.0	C	0.0	0.0
Emerald Drive / SR78 EB Ramps	23.7	C	30.9	C	23.7	C	31.4	C	0.0	0.5
Vista Way / Buena Hills	10.6	B	4.8	A	10.6	B	4.8	A	0.0	0.0
Vista Way / Rancho Del Oro	32.7	C	36.7	D	32.8	C	36.9	D	0.1	0.2

Note: Deficient intersection operation shown in bold.

<sup>(1)</sup> Unsignalized intersection

*Roadway Segment Level of Service Analysis – Without the RDO/SR 78 Interchange*

Table 14.15-14, *Horizon Year 2030 Roadway ADT Volumes and LOS Without RDO/SR 78 Interchange*, presents the results of the Horizon Year 2030 roadway segment level of service analysis, without the RDO/SR 78 interchange in place. As shown in Table 14.15-114 the following segments are forecast to operate at a deficient LOS (i.e. LOS D or worse) without the RDO/SR 78 interchange and without and with the addition of traffic generated by the proposed Project, based on daily capacity thresholds:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive;
- College Boulevard – Plaza Drive to Lake Blvd; and,
- Plaza Drive – College Blvd. to SR 78 EB Ramps.

Based on the forecast daily volumes and capacity thresholds, the addition of Project-generated traffic does not result in any significant impacts to the above-listed deficient roadway segments under Horizon Year 2030 conditions without the RDO/SR-78 interchange.

Although the segment of Vista Way from College Boulevard to the SR-78 Westbound Ramps is forecast to operate at LOS C under Horizon Year 2030 With Project, Without RDO/SR-78 interchange conditions, actual capacity may be less than the daily capacity that was assigned to this segment (see footnote #2 under Table 14.15-14). The addition of Project-related traffic to this segment results in an increase in the volume-to-capacity (v/c) ratio that exceeds the allowable threshold of significance (0.020) for segments operating at a deficient level of service. If the findings of the peak hour analysis show that this segment of Vista Way operates at a deficient level of service with the addition of Project-related traffic, this segment may be significantly impacted by the proposed Project.

**Table 14.15-14  
Horizon Year 2030 Roadway ADT Volumes and LOS Without RDO/SR 78 Interchange**

Roadway	Location	Class (# Lanes)	Capacity	Horizon Year 2030 Without RDO No Project			Horizon Year 2030 Without RDO With Project			Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
College Blvd	Waring Road to Vista Way	Major (6)	50,000	52,400	1.048	F	52,850	1.057	F	0.009
	Vista Way to Plaza Drive	Major (6)	50,000	59,100	1.182	F	60,060	1.201	F	0.019
	Plaza Drive to Lake Blvd	Major (6)	50,000	44,100	0.882	D	44,400	0.888	D	0.006
Emerald Dr	Vista Way to SR-78 WB Ramps <sup>1</sup>	Urban Major (6)	50,000	37,500	0.750	C	37,650	0.753	C	0.003
	SR-78 WB Ramps to Hacienda Dr <sup>1</sup>	Urban Major (6)	50,000	37,500	0.750	C	37,650	0.753	C	0.003
Vista Way	West of College Blvd	Secondary (4)	30,000	22,086	0.736	C	22,536	0.751	C	0.015
	College Blvd to SR-78 WB Ramps	Major (4) <sup>2</sup>	40,000 <sup>2</sup>	29,500	0.738	C	31,360	0.784	C	0.047 <sup>3</sup>
	SR-78 WB Ramps to Tri City Access	Secondary (4)	30,000	20,000	0.667	B	22,610	0.754	C	0.087
Plaza Dr	Tri City Access to Thunder Drive	Secondary (4)	30,000	19,000	0.633	B	19,390	0.646	B	0.013
	Thunder Drive to Emerald Drive <sup>1</sup>	Collector (4) <sup>4</sup>	25,000	21,000	0.840	D	21,330	0.853	D	0.013
	College Blvd to SR-78 EB Ramps	Secondary (4)	30,000	24,800	0.827	D	25,010	0.834	D	0.007

Note: Deficient roadway segment operation shown in bold. Change in V/C shown in bold indicates a significant impact.

<sup>1</sup> City of Vista allows LOS D or better.

<sup>2</sup> This segment of Vista Way was analyzed using the daily capacity for a four-lane Major, based on the findings shown in Table C-3 of the current City of Oceanside Circulation Element; however, due to the short length of the segment (approximately 500 feet), segment capacity is determined by the operations of the intersections during the peak hours at either end of the segment. This segment primarily serves traffic entering and exiting SR-78 rather than carrying through traffic on Vista Way. Actual daily capacity may be less than 40,000 because there is not a balanced utilization of the lanes, due to more traffic turning left or right instead of traveling through the intersections on either end of the segment.

<sup>3</sup> Although this segment is shown to operate at LOS C, the increase in the v/c ratio exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. If actual capacity is less than LOS C, the addition of Project-related traffic may result in a significant impact.

<sup>4</sup> Segment is assumed to be improved to a 4-lane Collector by 2030.

A peak hour roadway segment analysis was conducted for the segments forecast to operate at deficient levels of service based on ADT volumes and thresholds. The results of the peak hour segment analysis without the RDO/SR 78 interchange are presented in Table 14.15-15, *Horizon Year 2030 With Project Peak Hour Segment Analysis Without RDO/SR 78 Interchange*. As shown in Table 14.15-15, the following roadway segments are forecast to operate at deficient levels of service during the morning and/or afternoon peak hours with the addition of Project-generated traffic:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive;
- College Boulevard – Plaza Drive Lake Blvd-Marron Road;
- Vista Way – College Boulevard to SR 78 Westbound Ramps; and,
- Plaza Drive – College Blvd to SR 78 EB Ramps.

The results of the peak hour segment analysis in Table 14.15-15 show that Vista Way from College Boulevard to the SR-78 Westbound Ramps operates at a deficient level of service under Horizon Year 2030 conditions with the Project, without the RDO/SR-78 interchange. As shown previously in Table 14.15-14, the addition of Project trips to Vista Way from College Boulevard to the SR-78 Westbound Ramps results in an increase in the v/c ratio that exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. Therefore, the impact of the proposed Project to Vista Way from College Boulevard to the SR-78 Westbound Ramps is considered significant.

Peak hour approach LOS and queues were also calculated at the intersections to provide a more accurate representation of peak hour conditions on this segment. The results of the queue analysis under Horizon Year 2030 with Project conditions without the SR-78/RDO interchange showed that the maximum (95<sup>th</sup> percentile) queue lengths for most of the movements on the Vista Way intersection approaches are within the available storage. The 95<sup>th</sup> percentile queue length for the westbound left-turn would exceed the striped length of the turn lanes by approximately 68 feet during the a.m. peak hour, and approximately 32 feet during the p.m. peak hour. The maximum westbound left-turn queue length could be accommodated by restriping westbound Vista Way to provide a third travel lane that transitions to the westbound dual left-turn lanes.

**Table 14.15-15**  
**Horizon Year 2030 With Project Peak Hour Segment Analysis Without RDO/SR 78 Interchange**

Segment	From / To		AM Peak Hour		PM Peak Hour	
			Speed (mph)	LOS	Speed (mph)	LOS
College Boulevard	Waring Road to Vista Way	NB	17.7	D	19.3	D
		SB	<b>8.3</b>	<b>F</b>	<b>6.3</b>	<b>F</b>
College Boulevard	Vista Way to Plaza Drive	NB	<b>7.5</b>	<b>F</b>	<b>9.6</b>	<b>F</b>
		SB	18.4	D	17.9	D
College Boulevard	Plaza Drive to Lake Blvd	NB	<b>16.5</b>	<b>E</b>	<b>7.9</b>	<b>F</b>
		SB	<b>14.6</b>	<b>E</b>	<b>16.9</b>	<b>E</b>
Vista Way	College Blvd. to SR-78 WB Ramps	EB	<b>7.5</b>	<b>F</b>	<b>7.9</b>	<b>F</b>
		WB	<b>10.1</b>	<b>F</b>	<b>6.2</b>	<b>F</b>
Plaza Drive	College Blvd. to SR-78 EB Ramps	EB	25.7	B	21.2	C
		WB	<b>8.6</b>	<b>F</b>	<b>13.0</b>	<b>F</b>

Note: Deficient roadway segment operation shown in bold.

*Roadway Segment Level of Service Analysis – With the RDO/SR 78 Interchange*

Table 14.15-16, *Horizon Year 2030 Roadway ADT Volumes and LOS With RDO/SR 78 Interchange*, presents the results of the Horizon Year 2030 roadway segment level of service analysis, with the RDO/SR 78 interchange. As shown in Table 14.15-16, the following segments are forecast to operate at a deficient LOS (i.e. LOS D or worse) with the RDO/SR 78 interchange and with the addition of Project-generated traffic, based on daily capacity thresholds:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive; and,
- College Boulevard – Plaza Drive to Lake Blvd-Marron Road.

Based on the forecast daily volumes and capacity thresholds, the addition of Project-generated traffic does not result in any significant impacts to the above-listed deficient roadway segments under Horizon Year 2030 conditions with the RDO/SR-78 interchange.

Although the segment of Vista Way from College Boulevard to the SR-78 Westbound Ramps is forecast to operate at LOS C under Horizon Year 2030 With Project, With RDO/SR-78 interchange conditions, actual capacity may be less than the daily capacity that was assigned to this segment (see footnote #2 under Table 14.15-16). The addition of Project-related traffic to this segment results in an increase in the volume-to-capacity (v/c) ratio that exceeds the allowable threshold of significance (0.020) for segments operating at a deficient level of service. If the findings of the peak hour analysis show that this segment of Vista Way operates at a deficient level of service with the addition of Project-related traffic, this segment may be significantly impacted by the proposed Project.

**Table 14.15-16  
Horizon Year 2030 Roadway ADT Volumes and LOS With RDO/SR 78 Interchange**

Roadway	Location	Class (# Lanes)	Capacity	Horizon Year 2030 With RDO No Project			Horizon Year 2030 With RDO With Project			Change in V/C
				ADT	V/C	LOS	ADT	V/C	LOS	
College Blvd	Waring Road to Vista Way	Major (6)	50,000	43,900	0.878	D	44,350	0.887	D	0.009
	Vista Way to Plaza Drive	Major (6)	50,000	47,000	0.940	E	47,960	0.959	E	0.019
	Plaza Drive to Lake Blvd	Major (6)	50,000	43,000	0.860	D	43,300	0.866	D	0.006
Emerald Dr	Vista Way to SR-78 WB Ramps <sup>1</sup>	Urban Major (6)	50,000	37,500	0.750	C	37,650	0.753	C	0.003
	SR-78 WB Ramps to Hacienda Dr <sup>1</sup>	Urban Major (6)	50,000	30,600	0.612	B	30,750	0.615	B	0.003
	West of College Blvd	Secondary (4)	30,000	15,184	0.506	A	15,634	0.521	A	0.015
Vista Way	College Blvd to SR-78 WB Ramps	Major (4) <sup>2</sup>	40,000 <sup>2</sup>	29,500	0.783	C	31,360	0.784	C	0.047 <sup>3</sup>
	SR-78 WB Ramps to Tri City Access	Secondary (4)	30,000	20,000	0.667	B	22,610	0.754	C	0.087
	Tri City Access to Thunder Drive	Secondary (4)	30,000	19,000	0.633	B	19,390	0.646	B	0.013
	Thunder Drive to Emerald Drive <sup>1</sup>	Collector (4) <sup>4</sup>	25,000	21,000	0.840	D	21,330	0.853	D	0.013
Plaza Dr	College Blvd to SR-78 EB Ramps	Secondary (4)	30,000	22,000	0.733	C	22,210	0.740	C	0.007

Note: Deficient roadway segment operation shown in bold. Change in V/C shown in bold indicates a significant impact.

<sup>1</sup> City of Vista allows LOS D or better.

<sup>2</sup> This segment of Vista Way was analyzed using the daily capacity for a four-lane Major, based on the findings shown in Table C-3 of the current City of Oceanside Circulation Element; however, due to the short length of the segment (approximately 500 feet), segment capacity is determined by the operations of the intersections during the peak hours at either end of the segment. This segment primarily serves traffic entering and exiting SR-78 rather than carrying through traffic on Vista Way. Actual daily capacity may be less than 40,000 because there is not a balanced utilization of the lanes, due to more traffic turning left or right instead of traveling through the intersections on either end of the segment.

<sup>3</sup> Although this segment is shown to operate at LOS C, the increase in the v/c ratio exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. If actual capacity is less than LOS C, the addition of Project-related traffic may result in a significant impact.

<sup>4</sup> Segment is assumed to be improved to a 4-lane Collector by 2030.

Additionally, as shown in Table 14.15-17, the following roadway segments are forecast to operate at deficient levels of service during peak hours with the addition of Project-generated traffic:

- College Boulevard – Waring Road to Vista Way;
- College Boulevard – Vista Way to Plaza Drive;
- College Boulevard – Plaza Drive to Lake Blvd-Marron Road; and,
- Vista Way – College Boulevard to SR-78 Westbound Ramps.

The results of the peak hour segment analysis in Table 14.15-17 show that Vista Way from College Boulevard to the SR-78 Westbound Ramps operates at a deficient level of service under Horizon Year 2030 conditions with the Project, with the RDO/SR-78 interchange. As shown previously in Table 14.15-16, the addition of Project trips to Vista Way from College Boulevard to the SR-78 Westbound Ramps results in an increase in the v/c ratio that exceeds the allowable threshold of significance (0.020) for segments operating at deficient levels of service. Therefore, the impact of the proposed Project to Vista Way from College Boulevard to the SR-78 Westbound Ramps is considered significant.

**Table 14.15-17**  
**Horizon Year 2030 With Project Peak Hour Segment Analysis With RDO/SR-78 Interchange**

Segment	From / To		AM Peak Hour		PM Peak Hour	
			Speed (mph)	LOS	Speed (mph)	LOS
College Boulevard	Waring Road to Vista Way	NB	17.6	D	20.2	D
		SB	<b>15.5</b>	E	<b>12.0</b>	F
College Boulevard	Vista Way to Plaza Drive	NB	<b>9.3</b>	F	<b>10.2</b>	F
		SB	21.7	D	21.6	D
College Boulevard	Plaza Drive to Lake Blvd	NB	18.7	D	8.6	F
		SB	<b>14.9</b>	E	<b>16.9</b>	E
Vista Way	College Blvd. to SR-78 WB Ramps	EB	<b>8.3</b>	F	7.5	F
		WB	17.6	D	<b>9.0</b>	F

Note: Deficient roadway segment operation shown in bold.

Operation of the segment of Vista Way from College Boulevard to the SR-78 Westbound Ramps is highly influenced by turning movements at both College Boulevard / Vista Way and Vista Way / SR-78 Westbound Ramps. As previously shown in Table 14.15-13, both College Boulevard / Vista Way and Vista Way / SR-78 Westbound Ramps are forecast to operate at LOS C under Horizon Year 2030 with Project conditions with the SR-78 / RDO interchange.

The results of the queue analysis under Horizon Year 2030 with Project conditions with the SR-78/RDO interchange show that the maximum (95<sup>th</sup> percentile) queue lengths for most of the movements on the Vista Way intersection approaches are within the available storage. The 95<sup>th</sup> percentile queue length for the westbound left-turn exceeds the striped length of the turn lanes by approximately 12 feet during the a.m. peak hour. The maximum westbound left-turn queue length could be accommodated by restriping westbound Vista Way to provide a third travel lane that transitions to the westbound dual left-turn lanes.

### Long-Term Significant Impacts

Based on the results of the analysis of Horizon Year 2030 conditions without the future RDO interchange at SR-78, one intersection and five roadway segments are forecast to operate at deficient levels of service without or with the proposed Project. The construction of the RDO interchange would reduce traffic volumes along College Boulevard, while increasing traffic volumes along Rancho Del Oro Drive. As a

result, the number of forecast deficient roadway segments in the Project study area is reduced to four roadway segments if the RDO interchange is constructed. The addition of Project trips to the intersection of Vista Way / Tri-City Hospital Access is forecast to result in a significant impact without and with the construction of the RDO interchange. Table 14.15-18 summarizes the forecast deficiencies and identifies long-term Project impacts.

**Table 14.15-18  
Long-Term Significant Impacts**

Forecast Deficient Intersection or Segment	2030 Without RDO Interchange			2030 With RDO Interchange		
	No Project	With Project	Significant?	No Project	With Project	Significant?
<b>Intersections</b>						
Vista Way/Tri-City Hospital Access	✓	✓	Yes	✓	✓	Yes
<b>Roadway Segments</b>						
College Boulevard Waring Road to Vista Way	✓	✓	No	✓	✓	No
College Boulevard Vista Way to Plaza Drive	✓	✓	No	✓	✓	No
College Boulevard Plaza Drive to Lake Blvd-Marron Rd	✓	✓	No	✓	✓	No
Vista Way College Blvd. to SR-78 WB Ramps		✓ <sup>(1)</sup>	Yes <sup>(1)</sup>		✓ <sup>(1)</sup>	Yes <sup>(1)</sup>
Plaza Drive College Blvd. to SR-78 EB Ramps	✓	✓	No			

✓ = Deficient intersection or roadway segment.

<sup>(1)</sup> Significant impact is based on the increase in the v/c ratio exceeding the significance threshold of 0.020, and the results of the peak hour segment analysis, which shows that this segment operates at a deficient LOS during the peak hours.

As required by the City of Oceanside, creative measures were developed for all deficient segments that are not significantly impacted by the proposed Project. A list of creative measures for all deficient segments is provided in Table 14.15-20.

**Mitigation Measures**

*Vista Way/Tri-City Hospital Access*

- TR #1 Install new traffic signal at Project driveway on Vista Way. The new traffic signal shall include a CCTV camera and Actelis switch so that this new signal can be part of the City's Traffic Management Center operations and monitoring program.

*Vista Way from College Boulevard to SR-78 Westbound Ramps*

- TR #2 Restripe westbound approach of the intersection of College Boulevard / Vista Way to provide two left-turn lanes, one through lane and one right-turn lane. This improvement will convert the outside westbound through lane to an exclusive right-turn lane. The existing and future westbound right-turn volumes are higher than the through volumes, and the forecast 2030 through volumes can be accommodated by a single westbound through lane at the intersection. This recommended improvement will improve intersection operations, and reassigning one of the existing westbound through lanes to a right-turn lane will balance the utilization of the westbound lanes.

- TR #3 Provide a right-turn overlap signal phase for the westbound approach of the College Boulevard / Vista Way intersection.
- TR #4 Restripe Vista Way to provide one additional westbound lane that will transition to the westbound dual left-turn lanes at the intersection of College Boulevard / Vista Way. This improvement will provide more storage capacity for the westbound left-turn movements at College Boulevard / Vista Way, and will increase capacity by increasing the number of travel lanes to three lanes in each direction along the extent of the segment.
- TR #5 Develop improvement plans and construction cost estimates for a future westbound right-turn lane at College Boulevard / Vista Way, assuming the development of a City Capital Improvements Program (CIP) project for this improvement. A future westbound right-turn lane would restore the existing dual through lanes at the westbound approach of this intersection.

*College Boulevard from Waring Road to Plaza Drive*

- TR #6 Install a CCTV camera with Actelis switch at College Boulevard and Waring Road.
- TR #7 Construct a second northbound right-turn lane at the intersection of College Blvd./Vista Way. This improvement will require restriping the eastbound approach of Vista Way / SR-78 WB Ramps to provide a shared through/right-turn lane in addition to the existing right-turn lane.
- TR #8 Develop improvement plans and construction cost estimates for a future northbound right-turn lane on College Boulevard at Plaza Drive.

With implementation of Mitigation Measures TR #1 to TR #8, potential impacts would be reduced to less than significant by contributing to the City's traffic management system, which allows the City to manage traffic flows on a cumulative scale in real time at a traffic operations center. As a result of managing traffic flows, the performance of the affected intersections would be improved and congestion would be reduced.

Table 14.15-19 summarizes the recommended mitigation measures as described above for the impacted intersection and roadway segments. The Project would be fully responsible for installing the traffic signal at the Vista Way/ Tri-City Hospital Access intersection because the addition of Project-related traffic would result in a direct significant impact, in which operations would degrade from an acceptable LOS without the project to a deficient LOS with the Project. The Project would also be fully responsible for the recommended short-term improvements on westbound Vista Way to mitigate the significant impact on Vista Way between College Boulevard and the SR-78 Westbound Ramps. A proportional share toward a future CIP project is recommended for the long-term significant impact on Vista Way from College Boulevard to the SR-78 Westbound Ramps.

**Table 14.15-19  
Summary of Recommended Mitigation Measures**

Significantly Impacted Location	Deficient Scenario <sup>(1)</sup>				Recommended Mitigation	Project Responsibility (%)
	E+P	E+C+P	2030 WP no RDO	2030 WP with RDO		
<b>Study Intersections</b>						
Vista Way / Tri-City Hospital Access	X	X	X	X	Install traffic signal at intersection. The new traffic signal shall include a CCTV camera and Actelis switch so that this new signal can be a part of the City's Traffic Management Center operations and monitoring program.	Project = 100%
<b>Study Roadway Segments</b>						
Vista Way: College Blvd to SR-78 WB Ramps	X	X	X	X	Provide a right-turn overlap signal phase for the westbound approach of the College Boulevard / Vista Way intersection.  Restripe Vista Way to provide one additional westbound lane that will transition to the westbound dual left-turn lanes at the intersection of College Boulevard / Vista Way.  Develop improvement plans and construction cost estimates for a future westbound right-turn lane at College Boulevard / Vista Way, assuming the development of a City Capital Improvements Program (CIP) project for this improvement. A future westbound right-turn lane would restore the existing dual through lanes at the westbound approach of this intersection.	Project = 100%
College Boulevard: Waring Road to Plaza Drive					Install a CCTV camera with Actelis switch at College Boulevard and Waring Road.  Construct a second northbound right-turn lane at the intersection of College Blvd./Vista Way. This improvement will require restriping the eastbound approach of Vista Way / SR-78 WB Ramps to provide a shared through/right-turn lane in addition to the existing right-turn lane.  Develop improvement plans and construction cost estimates for a future northbound right-turn lane on College Boulevard at Plaza Drive.	

Notes: <sup>(1)</sup> E+P = Existing Plus Project Conditions  
 E+C+P = Existing Plus Cumulative Plus Project  
 2030 WP no RDO = 2030 With Project Without RDO/SR-78 interchange  
 2030 WP with RDO = 2030 With Project With RDO/SR-78 interchange

As required by the City of Oceanside, potential creative measures were developed for segments forecast to operate at deficient levels of service based on ADT volumes and thresholds, but where the v/c ratio increase due to Project traffic does not result in a significant impact based on the SANDAG/SANTEC/ITE threshold of 0.020. The City of Oceanside requires that the Project contribute its fair share to implementing the creative measures for each deficient segment to address its cumulative impacts. Table 14.15-20 presents a list of possible creative measures for each of the identified deficient roadway segments. Creative measures fair share calculation worksheets can be found in Appendix V of the Traffic Impact Analysis Report prepared for the Project, available under separate cover.

**Table 14.15-20  
Summary of Roadway Segment Creative Measures**

Segment From / To	Deficient Scenario <sup>(1)</sup>				Potential Creative Measure	Project Responsibility (%)
	E+P	E+C+P	2030 WP no RDO	2030 WP with RDO		
<u>College Blvd.</u> Waring Rd. to Vista Way	X	X	X	X	Convert existing northbound right-turn lane to a shared through/right-turn lane. Extend third through lane for 200 feet north of Waring Road and end transition to two through lanes at 600 feet north of Waring Road. This improvement would also require widening the northbound approach at College Blvd./Waring Road to provide a wider turning radius for large trucks making a right-turn onto eastbound Waring Road.	E+C+P = 8.8% 2030 No RDO = 3.6% 2030 With RDO = 10.8%
<u>College Blvd.</u> Vista Way to Plaza Dr.	X	X	X	X	Construct a second northbound right-turn lane at the intersection of College Blvd./Vista Way. This improvement will require restriping the eastbound approach of Vista Way / SR-78 WB Ramps to provide a shared through/right-turn lane in addition to the existing right-turn lane. The restriping will allow access to the SR-78 Westbound Ramps from both of the recommended northbound dual right-turn lanes.	E+C+P = 24.2% 2030 No RDO = 6.7% 2030 With RDO = 41.9%
<u>College Blvd.</u> Plaza Dr. to Lake Dr.		X	X	X	Construct a northbound right-turn lane at the intersection of College Blvd./ Plaza Drive.	E+C+P = 19.9% 2030 No RDO = 5.6% 2030 With RDO = 7.1%
<u>Plaza Drive</u> College Blvd. to SR-78 Eastbound Ramps		X	X		Install Adaptive Signal Control Interconnect and Hardware at signalized intersections along Plaza Drive.	E+C+P = 13.6% 2030 No RDO = 14.8%

Note (1) E+P = Existing Plus Project Conditions

E+C+P = Existing Plus Cumulative Plus Project

2030 WP no RDO = 2030 With Project Without RDO/SR-78 interchange

2030 WP with RDO = 2030 With Project With RDO/SR-78 interchange

In lieu of fair share contributions toward the future creative measures improvements shown in Table 14.15-20, the City is instead requiring the following additional mitigation measures to address the Project's cumulative impacts on College Boulevard (refer to Table 14.15-19, above):

- Install a CCTV camera and Actelis switch at College Boulevard / Waring Road (Project = 100%);
- Construct the second northbound right-turn lane at College Boulevard/Vista Way as summarized in Table 14.15-20 (Project = 100%); and,
- Develop improvement plans and construction cost estimates for a future northbound right-turn lane at College Boulevard / Plaza Drive (Project = 100%).

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?*

**No Impact.** The activities associated with the proposed Project are limited to the existing site and would not affect air traffic patterns or create substantial safety risks. Therefore, there are no impacts related to this issue, and no mitigation is required.

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

**No Impact.** The proposed Project includes the construction of internal circulation drives and access within the existing Tri-City Medical Center site. All onsite circulation would be designed consistent with City of Oceanside and City Fire Department design requirements. As such, there are no design features or permanent incompatible uses proposed that would increase driving hazards, and the Project would not affect emergency access to the site or adjacent areas. Therefore, there are no impacts related to this issue, and no mitigation is required.

- e) *Result in inadequate emergency access?*

**No Impact.** The proposed Project would include emergency access points as required to ensure that adequate emergency access to the development areas is maintained. The proposed Project would comply with applicable rules and regulations of the City of Oceanside related to emergency access. As such, the proposed Project would not result in an inadequate emergency access. Therefore, there are no impacts related to this issue, and no mitigation is required.

- f) *Result in inadequate parking capacity?*

**No Impact.** The proposed Project would result in the construction of a new medical office building and associated surface parking. The proposed Project would remove existing parking spaces associated with the hospital complex, but would provide new parking areas as required for the medical office use and would replace the required spaces for the existing hospital facilities. The majority of required parking would be provided adjacent to the medical office building in the southern development area, while additional required parking spaces would be provided in the proposed northern parking area. Per Section 3103 of the City of Oceanside Zoning Ordinance, a medical office use requires one space per 200 s.f., resulting in a total of 288 spaces required for the medical office building. A total of 223 spaces required for the existing hospital use would be removed with the Project; however, the Project would provide 128 spaces in the southern development area with an additional 281 spaces provided in the northern development area, thereby providing a total of 409 new parking spaces between both development areas, exceeding the City's parking requirements. As such, the proposed Project would not result in an inadequate parking supply. Therefore, there are no impacts related to this issue, and no mitigation is required.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

**No Impact.** Construction activities, including Project access and internal circulation drives would occur onsite within the parcel boundaries of the existing Tri-City Medical Center. As such, the proposed Project would not alter the existing conditions of surrounding facilities relative to alternative transportation modes. Furthermore, the proposed Project would not affect the policies, plans, or programs supporting alternative transportation. Therefore, there are no impacts related to this issue, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.16 UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

**Less Than Significant Impact.** The Project would result in a slight increase in demand for wastewater treatment as a result of construction of the medical office building. The Project proposes connection to an existing six-inch public sewer line within Vista Way. Implementation of the proposed Project would not interrupt existing sewer service. Furthermore, improvements associated with the proposed Project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). Therefore, demand for wastewater disposal and treatment created by the proposed Project would be less than significant, and no mitigation is required.

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?*

**Less than Significant Impact.** Water service for the medical office building is proposed via connection to an existing two-inch public water line within Vista Way. Both a domestic service line and a fire service line are provided. A six-inch sewer line would be connected to an existing eight-inch line internal to the hospital parcel, running parallel to Vista Way.

Water and sewer service demands would increase incrementally with construction of the proposed medical office building; however, such an increase in demand would not be significant and would not result in adverse effects on the existing service systems or on the ability for the City to provide such services. As such, the increase in demand for water or sewage disposal services generated by the proposed Project is not expected to require or result in the significant construction of new water or wastewater treatment facilities. Therefore, impact would be less than significant, and no mitigation is required; refer also to Response 4.16(a).

- 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 overall amount of stormwater runoff flow condition would not increase with implementation of the proposed Project. Storm water would be contained in onsite detention basins (two in the northern development area and two in the southern development area) site and would be collected by the existing storm drain system. The existing storm water drainage facilities have the capacity to serve the proposed Project, and no additional storm water drainage facilities would be required. As such, no significant storm water drainage improvements would be necessary to manage storm water runoff. The Project would not 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. Therefore, impacts related to the construction of storm water drainage facilities are not anticipated, and no mitigation is required.

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

**Less Than Significant Impact.** The proposed Project site is located in an urbanized area with sufficient public water supplies to serve the proposed Project site. Public water is presently provided to the existing Tri-City Medical Center site. The Project proposes connection to an existing 2-inch public water line located within Vista Way, and adequate water supplies are available to serve the proposed development. Therefore, impacts would be less than significant, and no mitigation is required.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact.** The proposed Project site is located in an urbanized area. The wastewater treatment provider has adequate capacity to serve the proposed medical office building. The Project proposes connection to a 6-inch sewer line that would be connected to an existing 8-inch line internal within the larger hospital parcel, running parallel to Vista Way. Therefore, the Project would not interfere with the wastewater treatment provider's service capacity. Therefore, impacts would be less than significant, and no mitigation is required.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

**Less Than Significant Impact.** The proposed Project would generate debris during demolition and construction activities that would require disposal. The demand for solid waste disposal would increase slightly due to construction and operational activities associated with the proposed medical office building and associated parking areas. Solid waste disposal service for the Project site would be provided by the private contractor who currently provides such services for the hospital site. Solid waste would likely be transported to the Miramar Landfill, which is anticipated to reach capacity by 2019. Due to the size of the proposed facilities and the operational nature of the medical office building, the Project would not generate a significant amount of solid waste that would affect the potential for an affected landfill to reach capacity. Therefore, associated impacts are anticipated to be less than significant, and no mitigation is required.

- g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

**Less than Significant Impact.** The proposed Project would comply with current Federal, State, and local statutes and regulations related to solid waste disposal. Therefore, impacts would be less than significant, and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
<b>14.17 MANDATORY FINDINGS OF SIGNIFICANCE.</b> Would the project:				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Potentially Significant Unless Mitigated.** As documented in this Initial Study, the proposed Project may have the potential to substantially degrade the environment as a result of impacts to aesthetic resources, biological resources, undiscovered cultural resources, noise, and traffic. As such, mitigation measures have been proposed to reduce impacts to less than significant. Refer to Section 14.0, Environmental Checklist, of this Initial Study for identification of proposed Mitigation Measures for each resource issue area, as applicable.

b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?*

**Potentially Significant Unless Mitigated.** As documented in this Initial Study, the proposed Project may have the potential to substantially degrade the environment as a result of impacts to aesthetic resources, biological resources, undiscovered cultural resources, noise, and traffic. As such, mitigation measures have been proposed to reduce impacts to less than significant. Furthermore, the short-term (construction) and long-term (operation) effects of the proposed Project on the environment were analyzed as part of this Initial Study. Refer to Section 14.0, Environmental Checklist, of this Initial Study for identification of proposed Mitigation Measures for each resource issue area, as applicable.

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

**Less Than Significant.** The proposed Project, in combination with past, present, and reasonably foreseeable projects, is not anticipated to contribute to cumulative environmental effects, with exception of traffic. Traffic impacts have the potential to be cumulatively considerable; however, mitigation measures proposed would reduce potential cumulative effects to less than significant. Potential impacts would be reduced to less than significant by contributing to the City's traffic management system, which allows the City to manage traffic flows on a cumulative scale in real time at a traffic operations center. As a result of managing traffic flows, the performance of the intersections is improved and congestion is reduced.

The proposed Project is consistent with planned and existing land uses in the surrounding area. No other projects have been identified that when considered cumulatively with the proposed project would result in substantial adverse impacts to natural resources, infrastructure, water quality, air quality, or noise. The proposed Project would reduce all potential impacts to less than significant through the incorporation of applicant-proposed mitigation measures. No additional measures are required to address potential cumulative impacts.

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

**Less Than Significant Impact.** The proposed Project would not cause substantial adverse effects on human beings, either directly or indirectly, since it would comply with all applicable local and State regulations. Mitigation measures and Project design features have been incorporated into the Project that would reduce potential impacts on human beings to less than significant.

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

*Nicole Marotz*

Nicole Marotz, AICP, Environmental Planner

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

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

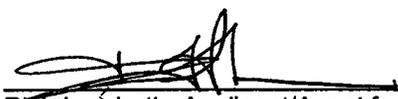
17. **DE MINIMIS FEE DETERMINATION** (Chapter 1706, Statutes of 1990-AB 3158)

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

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

*Amy Fousekis*  
\_\_\_\_\_  
Amy Fousekis, Principal 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 applicant's concurrence with the Draft Mitigated Negative Declaration is not intended to restrict the legal rights of the applicant to seek potential revisions to the mitigation measures during the public review process.

  
\_\_\_\_\_  
Rich Landreth, Applicant/Agent for Owner

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(Supplement No. 57)

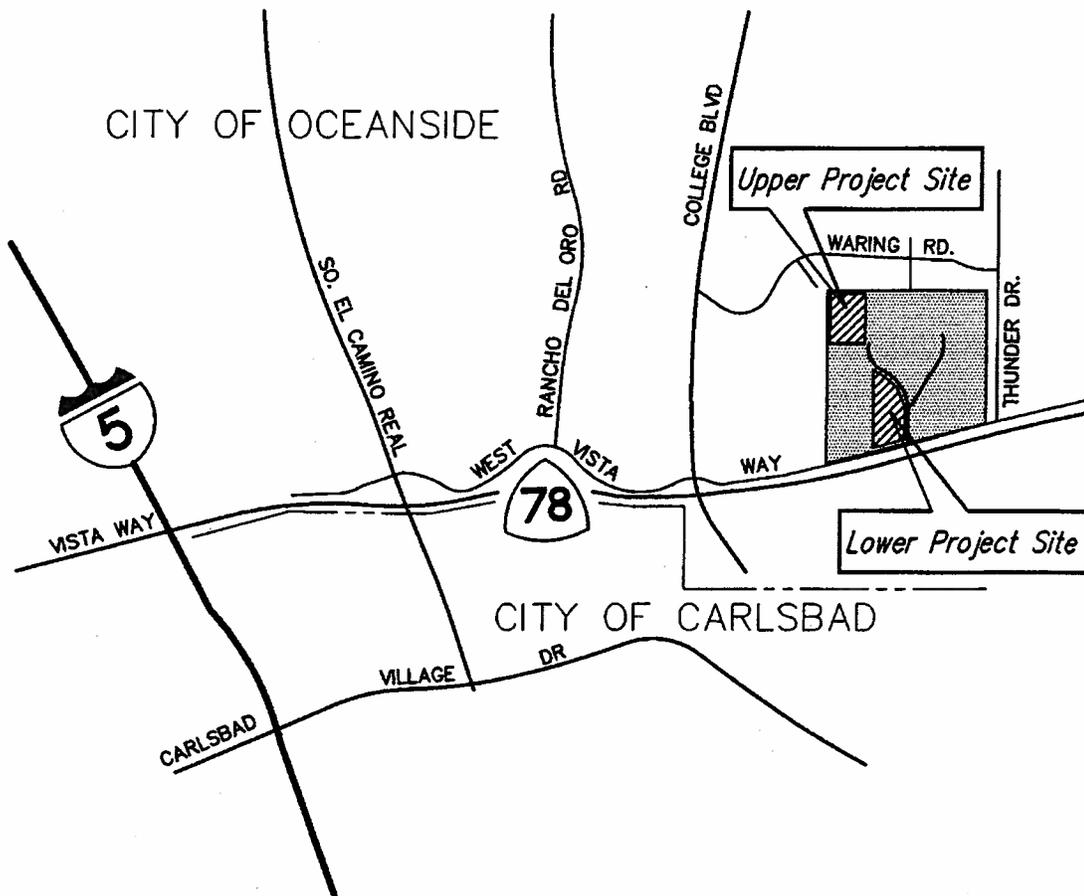
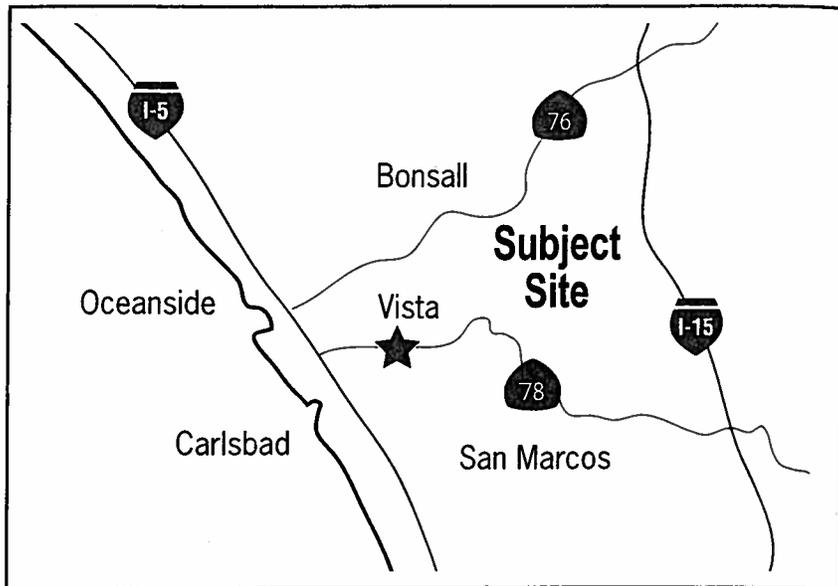
*Preliminary Hydrology Report.* Prepared by Buccola Engineering, Inc. June 2011.

*Response to Preliminary Staff Concerns for Proposed Tri-City Medical Office Building.* Prepared February 10, 2011.

*Storm Water Management Plan.* Prepared by Buccola Engineering, Inc. June 2011.

*Traffic Impact Analysis Report.* Prepared by RBF Consulting, July 2011.

*Zoning Ordinance, City of Oceanside.* June 24, 1988.



T.B. MAP: 1107-B2

Source: Omega Engineering Consultants, 2011.



Not to Scale

**REGIONAL/LOCAL VICINITY MAP**

Tri-City Medical Office  
Initial Study

Figure 1

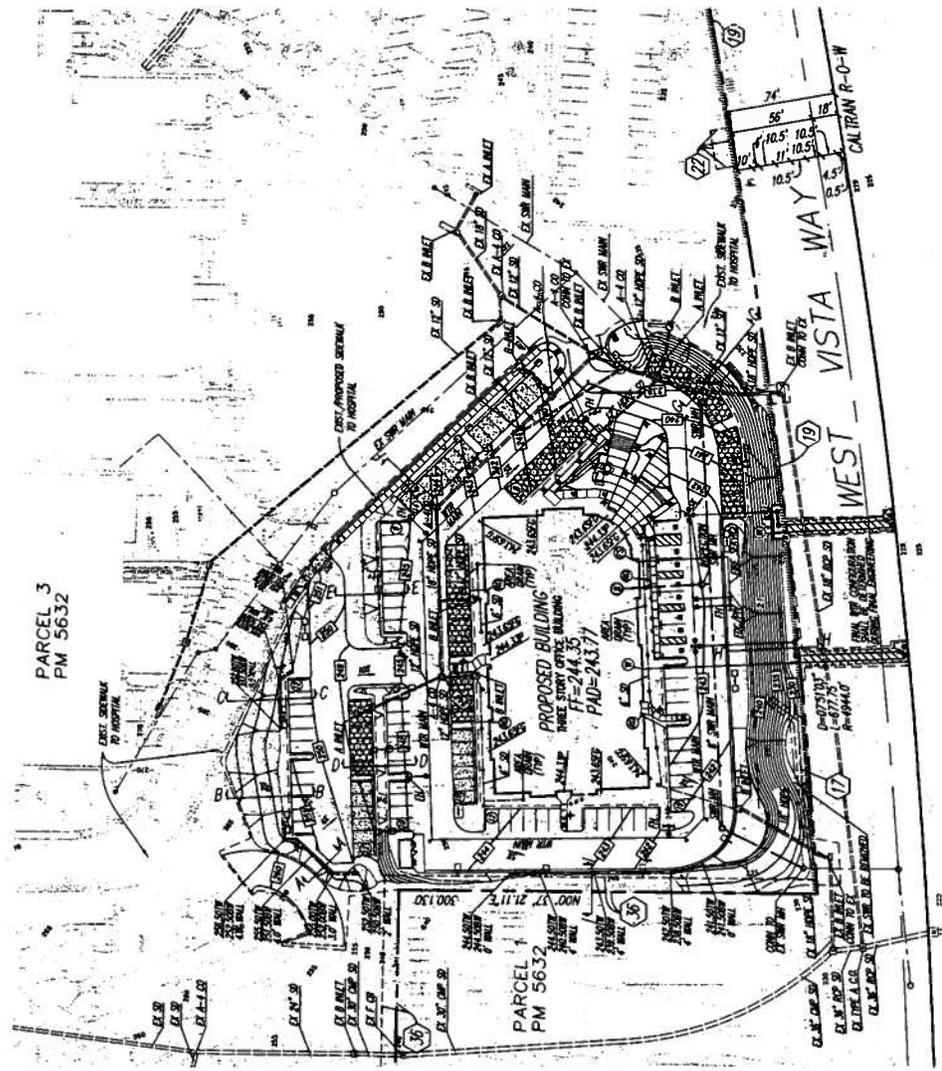
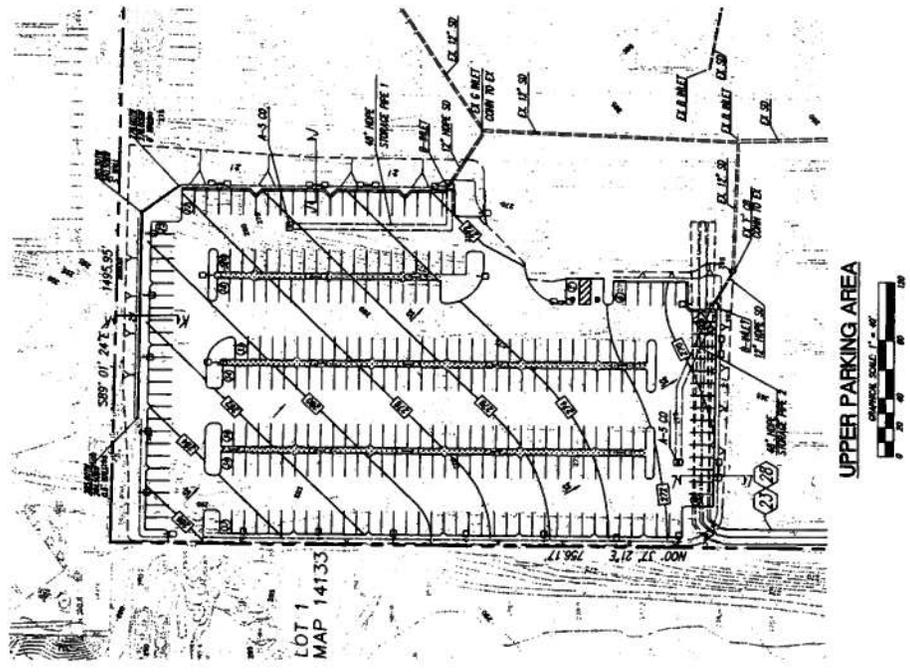




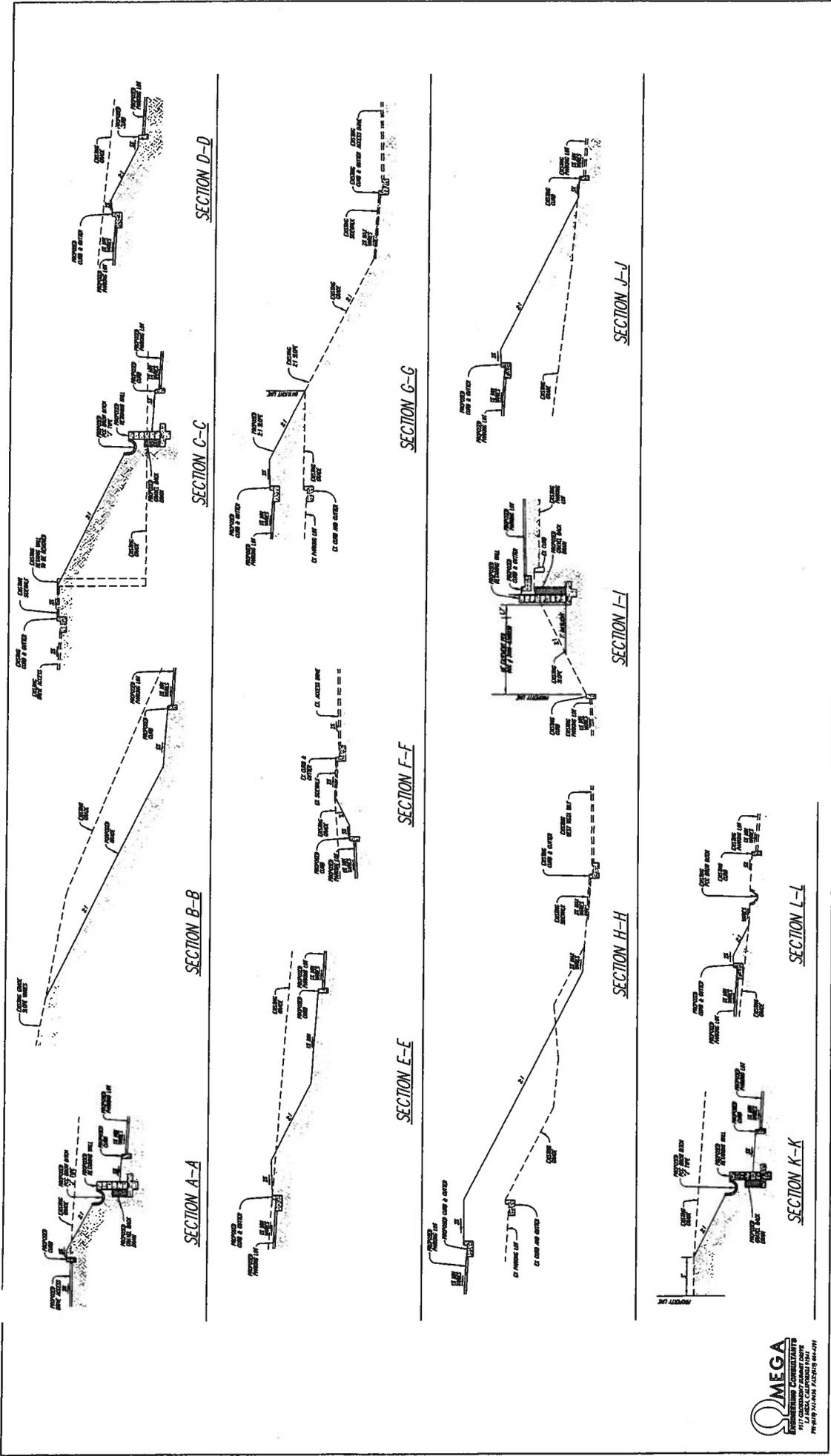








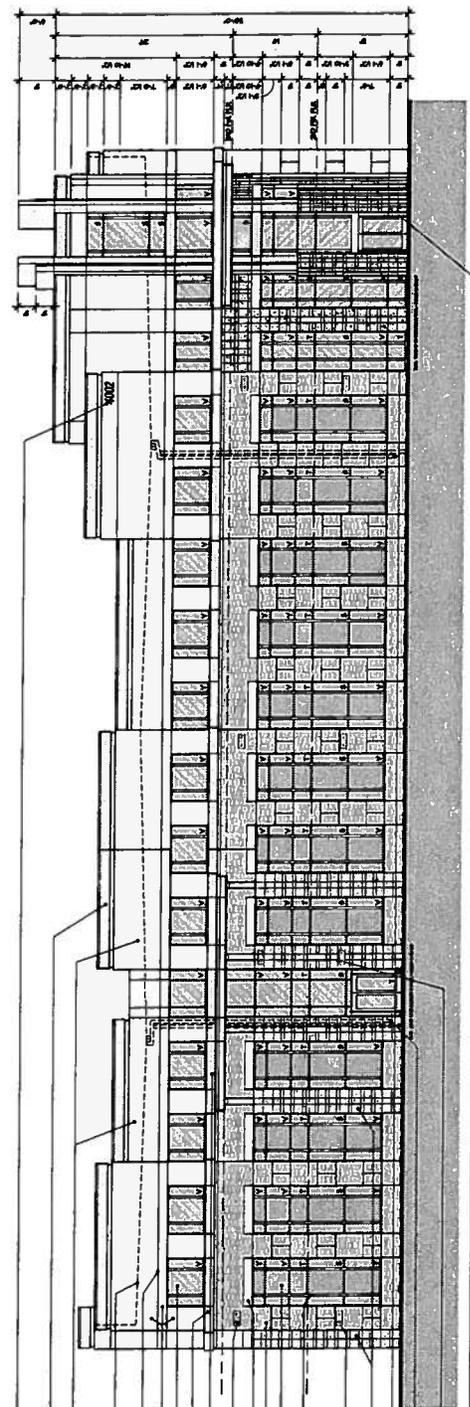
Tri-City Medical Office  
Initial Study  
**CONCEPTUAL GRADING MAP**  
Figure 3E











**SOUTH ELEVATION**

SCALE: 1/8" = 1'-0"

**GENERAL NOTES**

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
2. ALL MATERIALS SHALL BE OF THE BEST QUALITY AVAILABLE.
3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
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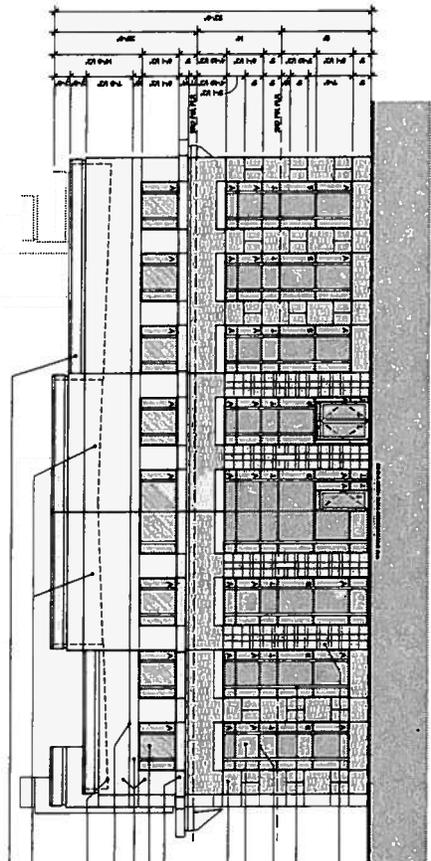
**GLAZING KEYNOTES**

1. GLAZING SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
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4. GLAZING SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.

**COLOR SCHEDULE**

KEYNOTE	DESCRIPTION	COLOR
1	WOOD	WOOD
2	CONCRETE	CONCRETE
3	BRICK	BRICK
4	GLAZING	GLAZING
5	PAINT	PAINT
6	ROOFING	ROOFING
7	LANDSCAPE	LANDSCAPE
8	MECHANICAL	MECHANICAL
9	ELECTRICAL	ELECTRICAL
10	PLUMBING	PLUMBING
11	HEATING	HEATING
12	Cooling	Cooling
13	Other	Other

ALL DIMENSIONS UNLESS OTHERWISE NOTED SHALL BE IN FEET AND INCHES. DIMENSIONS IN PARENTHESES ARE FOR INFORMATION ONLY.



SCALE: 1/8" = 1'-0"

**GENERAL NOTES**

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ALL DIMENSIONS UNLESS OTHERWISE NOTED SHALL BE IN FEET AND INCHES. DIMENSIONS IN PARENTHESES ARE FOR INFORMATION ONLY.

**Mitigated Negative Declaration**  
**for**  
**Tri-City Medical Center/ Medical Office Building**

**Public Comment Letters**

## Amy Fousekis

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**From:** Helene Bell <hrbdorb@yahoo.com>  
**Sent:** Wednesday, July 27, 2011 2:55 PM  
**To:** Amy Fousekis  
**Subject:** Comments on the Tri-City Hospital medical Office Building (D11-00002, CUP11-00002)

Today, July 27, 2011, I was in the Planning Division reviewing the plans for the above listed project.

I have comments and questions. Some of my questions are clarification of the information that I discovered while reviewing the plans. My questions are in bold italics.

My biggest concern is regarding the city's permits for requiring the inclusion of solar energy as part of new construction. In my opinion, every new building that is permitted, in sunny climates such as ours, should include solar panels to generate some, if not most or all, of the electrical power used in the new building.

***Does the city have a solar requirement for new construction?  
If not, is the city having discussions about a solar requirement to be implemented in the future?***

### Building Division Comments

112) Allow bike racks for a minimum of 2 bikes per CA Green Building Code Section 5.106.4

***Are these bike racks for employees/staff of the hospital or for hospital visitors?***

113) Identify one parking stall for car pool/clean air vehicle

***Is this stall for employees/staff or visitors?***

This next section of comments is regarding the storm water elements of the project. It appears the 2004 Buccola Engineering report was suggesting vegetated bioswales around the parking lots to filter run off. In the 2011 plans, the bioswales were redesigned as bio-retention swales and sand filter areas within the landscape. It appears that these filtering areas are also landscaped.

***Is this a correct summation of the situation?***

***Are there detention vaults under both the North and South parking lot?***

There was a statement made in the hydrology report of which I would like clarification:

'The nearest MS4 from the two sites are an 18" RCP and a 36" RCP storm drain system within Vista Way. The 36" RCP crosses under Vista Way and State Highway 78 and eventually discharges into Buena Creek.'

***If I understand the concept, then the run off that is filtered through the bio-retention swales and sand filter and the pervious concrete in the parking lots will be treated before it enters the creek?***

***What percentage of run off from the new project areas will be treated post construction?***

***What criteria is taken into evaluation when a conditional use permit is requested for exceeding the maximum structure height within the CP zoning district?***

***By granting the conditional use permit for this medical office building, will that set a precedent for other builders to request taller buildings in this neighborhood?***

Thank you for your time and attention to my comments on the proposed project.

Helene Bell

**EXHIBIT "B"**

**Mitigation Monitoring & Reporting Program**

**For**

**Tri-City Medical Center/ Medical Office Building**

# Mitigation Monitoring and Reporting Program

for the

Tri-City Medical Office

*Prepared For:*

Landreth Development & Consulting

PO Box 231483

Encinitas, California 82023

Contact: Rich Landreth

(619) 994-1195

*Prepared By:*

RBF Consulting

9755 Clairemont Mesa Boulevard, Suite 100

San Diego, California 92124

Contact: Alex H. Jewell, AICP

(858) 614-5000

July 2011

Received

JUL 6 2011

Planning Division

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**MITIGATION MONITORING AND REPORTING PROGRAM**

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**MITIGATION MONITORING AND REPORTING PROGRAM**

**MITIGATION MONITORING AND REPORTING PROGRAM  
TRI-CITY MEDICAL OFFICE**

**INTRODUCTION**

**PURPOSE**

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to identify the mitigation measures that were adopted in the Mitigated Negative Declaration for the Tri-City Medical Office and provide a mechanism to ensure that mitigation is implemented and monitored as proposed.

The Mitigated Negative Declaration prepared for the Tri-City Medical Office identifies significant impacts anticipated with implementation of the project and gives mitigation measures to reduce such impacts to less than significant, or to the extent practicable. As the Conceptual Site Plan provides an illustration of facilities anticipated for future development onsite, mitigation measures would be implemented at varying times, as identified in the following table (see Table 1), initially and in the future when improvements occur.

The MMRP has been prepared consistent with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. As required by Section 21081.6, the Lead Agency is assigned with monitoring responsibilities to ensure that implementation of the mitigation measures occurs and to evaluate the performance of such measures, as well as to enforce such measures as appropriate.

**FORMAT**

The intent of the column headings in Table 1 is explained below. The Initial Study provides mitigation measures for the following issue areas: 1) Aesthetics; 2) Biological Resources; 3) Cultural Resources; 4) Geology and Soils; and, 5) Transportation/Traffic. Within Table 1, the following are identified for each mitigation measure given:

**RESPONSIBLE MONITORING PARTY**

The Responsible Monitoring Party is the person or entity that would be responsible for ensuring that the mitigation measures are effectively implemented as proposed in order to reduce project-related impacts. The main responsible monitoring party for the Tri-City Medical Office MMRP is the City of Oceanside City Planner, City Engineer, Chief Building Official, or their designees.

**MITIGATION MONITORING AND REPORTING PROGRAM**

**REQUIRED TIME OF APPLICATION**

Anticipated development of the approximately 5.13-acre development area would not be phased, and would be constructed as a one-time event. Mitigation measures would be implemented at varying times during the development process, both prior to grading and construction, as well as during the improvement process. This column identifies the appropriate time for implementation of each mitigation measure.

**MONITORING FREQUENCY**

This column identifies at what intervals monitoring would occur to ensure that a particular mitigation measure has been implemented and that it is effectively achieving the intended result. Monitoring frequency would vary, based on the nature of the mitigation measure, and may occur as a one-time event, or over a period of time.

**SHOW ON PLAN/COMPLETION DATE**

This column identifies the location of where implementation of the mitigation measure is to occur. Upon completion of the mitigation measure, the Responsible Monitoring Party would complete this column by entering the approver's initials and the date that the mitigation was completed.

**MITIGATION MONITORING AND REPORTING PROGRAM**

**TABLE 1  
MITIGATION MONITORING / REPORTING TASKS**

<b>Impact</b>	<b>Mitigation Measure</b>	<b>Responsible Monitoring Party</b>	<b>Required Time of Application</b>	<b>Monitoring Frequency</b>	<b>Shown on Plans / Completion Date</b>
<b>AESTHETICS (SECTION 14.1)</b>					
<b>Impact AES #1:</b> Implementation of the proposed project may result in significant impacts from exterior lighting.	<b>AES #1</b> The Project shall not install outdoor lighting that directly illuminates neighboring properties.	City of Oceanside – Chief Building Official	Prior to issuance of a building permit.	Once, upon completion.	Verification: _____ Date    Init. _____ Name
	<b>AES #2</b> The Project shall not install outdoor lighting that would cast a direct beam angle towards a potential observer, such as motorists, cyclists, or pedestrians.	City of Oceanside – Chief Building Official	Prior to issuance of a building permit.	Once, upon completion.	Verification: _____ Date    Init. _____ Name
	<b>AES #3</b> The Project shall not install outdoor lighting for vertical surfaces such as buildings, landscaping, or signs in a manner that would result in useful light or spill light being cast beyond the boundaries of the intended area to be lit.	City of Oceanside – Chief Building Official	Prior to issuance of a building permit.	Once, upon completion.	Verification: _____ Date    Init. _____ Name
	<b>AES #4</b> The Project shall not install any highly reflective surfaces such as glare-producing glass or high-gloss surface color that will be visible along roadways, driveways, or pedestrian walkways.	City of Oceanside – City Planner	Prior to issuance of a building permit.	Once, upon completion.	Verification: _____ Date    Init. _____ Name

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
<b>BIOLOGICAL RESOURCES (SECTION 14.4)</b>					
<b>Direct Impacts</b>					
<b>Onsite Tree Removal</b>					
<b>Impact BIO #1:</b> Implementation of the proposed project may result in significant impacts resulting from onsite removal of existing trees, consistent with the Concept Landscape Plan for the proposed project.	<b>BIO #1</b> Removal of any onsite trees shall be subject to City of Oceanside review for tree replacement requirements, if applicable. The Project applicant shall provide for the replacement of all trees removed at a ratio consistent with that required by the City, upon review and approval of the Final Landscape Plans, as appropriate.	City of Oceanside – City Engineer	Prior to issuance of a grading permit.	Final Landscape Inspection	Verification: _____ Date     Init.  Name
<b>CULTURAL RESOURCES (SECTION 14.5)</b>					
<b>Impact CR #1:</b> Implementation of the proposed project may result in significant impacts to undiscovered cultural resources during grading and improvement activities.	<b>CR #1</b> In the event any subsurface archaeological resources are encountered during grading or construction activities, such activities in the locality of the find shall be halted immediately. An archaeologist, certified by the Society of Professional Archaeologists (SOPA), shall be brought in to determine the significance of the archaeological resources and implement appropriate mitigations prior to recommending earthwork.	City of Oceanside – City Planner	Applicant shall hire and provide verification that a qualified archaeological monitor has been retained, prior to issuance of a grading permit.	Once, prior to issuance of a grading permit.	Verification: _____ Date     Init.  Name

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
	<p><b>CR #1, continued.</b></p>		<p>Monitoring throughout grading operations.</p>	<p>Ongoing throughout grading operations.</p>	<p>Verification:  Date      Init.  _____  Name</p>
	<p><b>CR#2</b>  An archaeologist and a Native American monitor shall be onsite during grading and trenching within the project area. The archaeologist and the Native American monitor may determine, in coordination with City staff, that the full-time presence of a monitor is not required, that checking the grading at regular intervals is sufficient.</p>	<p>City of Oceanside – City Planner</p>	<p>Applicant shall hire and provide verification that a qualified archaeological monitor has been retained, prior to issuance of a grading permit.</p>	<p>Once, prior to issuance of a grading permit.</p>	<p>Verification:  Date      Init.  _____  Name</p> <p>Verification:  Date      Init.  _____  Name</p>
			<p>Monitoring throughout grading operations.</p>	<p>Ongoing throughout grading operations.</p>	<p>Verification:  Date      Init.  _____  Name</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
			Technical report upon completion of grading activities.	Once, upon completion of grading operations.	Verification: Date _____ Init. _____ Name _____
	<b>CR #3</b> The monitors shall have the power to temporarily halt or redirect grading if sensitive cultural material is found.	City of Oceanside – City Planner	Monitoring throughout grading operations.	Ongoing throughout grading operations.	Verification: Date _____ Init. _____ Name _____
	<b>CR #4</b> An archaeologist and a Native American monitor shall be present for a pre-grade meeting to discuss the monitoring program with the grading contractor, City staff, and the developer.	City of Oceanside – City Planner	Monitoring throughout grading operations.	Ongoing throughout grading operations.	Verification: Date _____ Init. _____ Name _____
	<b>CR #5</b> If archaeological materials are encountered, their importance must be evaluated to assess the significance of impacts. If significant cultural resources are encountered mitigation would be	City of Oceanside – City Planner	Monitoring throughout grading operations.	Ongoing throughout grading operations.	Verification: Date _____ Init. _____ Name _____

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
<p><b>Impact CR #2:</b> Implementation of the proposed project may result in significant impacts to undiscovered paleontological resources during grading and improvement activities.</p>	<p><b>CR #6</b> accomplished through documentation and excavation of features, cataloging and analysis of cultural materials collected, and preparation of a report detailing the methods and results of the monitoring/ data recovery program.</p>	<p>City of Oceanside – City Planner</p>	<p>Technical report upon completion of grading activities, if applicable.</p>	<p>Once, upon completion of grading activities, if applicable.</p>	<p>Verification: _____ Date    Init. _____ Name</p>
<p><b>Impact CR #2:</b> Implementation of the proposed project may result in significant impacts to undiscovered paleontological resources during grading and improvement activities.</p>	<p><b>CR #6</b> Prior to the issuance of grading permits, the applicant shall establish a program with a qualified paleontologist to monitor grading activities. The applicant shall retain a qualified paleontologist who shall inform all construction excavation operations personnel of the Project's paleontological resource mitigation measures, prior to any earth-disturbing activities, and provide instruction to recognize paleontological artifacts, features, or deposits. Personnel working on the Project shall not collect paleontological resources. The qualified paleontologist shall be present for pre-construction meetings and any Project-related excavations in undisturbed areas. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain or yield fossil resources.</p>	<p>City of Oceanside – City Planner</p>	<p>Applicant shall hire and provide verification that a qualified paleontological monitor has been retained, prior to issuance of a grading permit.  Grading release letter prior to issuance of a grading permit.</p>	<p>Once, prior to issuance of a grading permit.  Ongoing throughout grading operations.</p>	<p>Verification: _____ Date    Init. _____ Name</p> <p>Verification: _____ Date    Init. _____ Name</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
	<p>Prior to construction, the qualified paleontologist shall submit a paleontological resources management plan to the City of Oceanside Development Services Department that outlines the procedures that construction personnel will follow if personnel discover paleontological resources during excavation operations. Monitoring of excavation and trenching activities shall occur in areas that the qualified paleontologist or paleontological monitor determines are likely to yield paleontological resources.</p> <p>If construction operations personnel discover buried paleontological resources during ground-disturbing activities, excavation workers shall stop operations in that area and within 100 feet of the find until the consulting paleontologist can assess the significance of the find. The paleontologist shall evaluate the discovery, determine its significance, and provide proper management recommendations. Management actions may include scientific analysis and professional museum curation.</p> <p>The qualified paleontologist shall summarize the resources in a report prepared to current professional standards and submit the report to the City of Oceanside.</p>		<p>Technical report upon completion of grading activities.</p>	<p>Ongoing throughout grading operations.</p>	<p>Verification:            _____            Date      Init.            _____            Name</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Impact</b>	<b>Mitigation Measure</b>	<b>Responsible Monitoring Party</b>	<b>Required Time of Application</b>	<b>Monitoring Frequency</b>	<b>Shown on Plans / Completion Date</b>
<p><b>Impact CR #3:</b> Implementation of the proposed project may result in significant impacts to undiscovered human remains during grading and improvement activities.</p>	<p><b>CR #7</b> Demonstrate to the satisfaction of the City Engineer that the following notes have been placed on the grading and improvement plans and are mitigation and monitoring measures adopted as conditions of Project approval:</p> <p>a) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98.</p> <p>b) The County Coroner must be notified of any human remains find immediately.</p> <p>c) If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC) which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner the MLD may inspect the site of the discovery, and shall complete the inspection within 24 hours of notification by the NAHC. The MLD will have the opportunity to make recommendations to the NAHC on the disposition of the remains.</p>	<p>City of Oceanside – City Planner</p> <p>City of Oceanside – City Planner</p>	<p>Prior to issuance of a grading permit.</p> <p>Prior to issuance of a grading permit.</p>	<p>Once, upon completion.</p> <p>Once, upon completion.</p>	<p>Verification: Date      Init.</p> <p>Name</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
<b>GEOLOGY AND SOILS (SECTION 14.6)</b>					
<p><b>Impact GEO #1:</b> Implementation of the proposed project may result in significant impacts from exposure to potential substantial adverse geological effects, including seismic events and slope instability.</p>	<p><b>GEO #1</b> The potential risk of slope failure shall be mitigated by conforming to recommendations provided in the Geotechnical Investigation prepared for the proposed Project, proper landscaping, and slope maintenance techniques. Furthermore, the final engineering design must be consistent with a Final Geotechnical Investigation.</p>	<p>City of Oceanside – City Engineer</p>	<p>Prior to issuance of a grading permit.</p>	<p>Ongoing during grading activities.</p>	<p>Verification: _____ Date    Init. _____ Name</p>
	<p><b>GEO #2</b> A qualified geologist shall be present onsite during grading activities to determine whether adverse soil conditions are present in the final slopes and whether remedial actions are necessary. If any adverse conditions are identified site-specific recommendations would be provided at that time by the qualified geologist present onsite.</p>	<p>City of Oceanside – City Engineer</p>	<p>Applicant shall hire and provide verification that a qualified geologist has been retained, prior to issuance of a grading permit.</p>	<p>Ongoing during grading activities.</p>	<p>Verification: _____ Date    Init. _____ Name</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Impact</b>	<b>Mitigation Measure</b>	<b>Responsible Monitoring Party</b>	<b>Required Time of Application</b>	<b>Monitoring Frequency</b>	<b>Shown on Plans / Completion Date</b>
	<p><b>GEO #3</b></p> <p>The Geotechnical consultants shall review and approve the detailed foundation/grading/stework plans prior to issuance of any permits. This approval shall be by wet signature which clearly indicates that the Geotechnical Consultants have reviewed the plans prepared by the design engineer and that plans are in conformance with the recommendation contained in their Geotechnical Report.</p>	<p>City of Oceanside – City Engineer</p>	<p>Prior to issuance of a grading permit.</p>	<p>Once, upon completion.</p>	<p>Verification:            _____            Date    Init.            _____            Name</p>
	<p><b>GEO #4</b></p> <p>An “as-built” report prepared by the consultant must be submitted to the City for review. The report must include the results of all compaction tests as well as a map depicting the limits of over-excavation, observed geologic conditions, locations of all density tests, locations and all removal bottoms, and locations and elevation of all retaining wall backdrains and outlets.</p>	<p>City of Oceanside – City Engineer</p>	<p>Prepare “as-built” report upon completion of site development activities.</p>	<p>Once, upon completion of site improvements.</p>	<p>Verification:            _____            Date    Init.            _____            Name</p>
	<p><b>GEO #5</b></p> <p>Print the name, address, and phone number of the Project Geotechnical consultant and list all applicable Geotechnical reports on the building grading plans.</p>	<p>City of Oceanside – City Engineer</p>	<p>Prior to issuance of a grading permit.</p>	<p>Once, upon completion.</p>	<p>Verification:            _____            Date    Init.            _____            Name</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
	<b>GEO #6</b> The foundation plans and foundation details shall clearly depict the embedment material and minimum depth of embedment for the foundations.	City of Oceanside – City Engineer	Prior to issuance of a grading permit.	Once, upon completion.	Verification: _____ Date Init. _____ Name _____
	<b>GEO #7</b> The following note must appear on all foundation plans: <i>“All foundation excavations must be observed and approved by the Project Geotechnical Consultant prior to placement of reinforcing steel.”</i>	City of Oceanside – City Engineer	Prior to issuance of a grading permit.	Once, upon completion.	Verification: _____ Date Init. _____ Name _____
	<b>GEO #8</b> The final grading, drainage, and foundation plans should be reviewed, signed and wet stamped by the project geotechnical consultants.	City of Oceanside – City Engineer	Prior to issuance of a grading permit.	Once, upon completion.	Verification: _____ Date Init. _____ Name _____
<b>Impact GEO #2:</b> Implementation of the proposed project may result in significant impacts from exposure to potential substantial adverse geological effects, including seismic events and slope instability.	<b>GEO #9</b> The Project shall implement Mitigation Measures GEO#1 to GEO#8 to reduce impacts to less than significant.	City of Oceanside – City Engineer	Prior to issuance of a grading permit.	Once, upon completion.	Verification: _____ Date Init. _____ Name _____

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
<b>Impact GEO #3:</b> Implementation of the proposed project may result in significant impacts from exposure to expansive soils.	<b>GEO #10</b> The Project shall implement Mitigation Measures GEO#1 to GEO#8 to reduce impacts to less than significant.	City of Oceanside – City Engineer	Prior to issuance of a grading permit.	Once, upon completion.	Verification: _____ Date     Init. _____ Name
<b>NOISE (SECTION 14.11)</b>					
<b>Impact NOI #1:</b> Implementation of the proposed project may result in significant impacts with regard to construction noise levels.	<b>NOI #1</b> Use construction methods or equipment that would provide the lowest level of noise impact.	City of Oceanside – Chief Building Official	During operation of construction equipment.	Ongoing during site grading and construction activities.	Verification: _____ Date     Init. _____ Name
	<b>NOI #2</b> Utilize a noise-attenuating jacket if the use of jackhammers is required.	City of Oceanside – Chief Building Official	During operation of construction equipment.	Ongoing during site grading and construction activities.	Verification: _____ Date     Init. _____ Name
	<b>NOI #3</b> Schedule construction so that a minimum amount of construction equipment and/or vehicles would be operating at the same time.	City of Oceanside – Chief Building Official	During operation of construction equipment and/or vehicles.	Ongoing during site grading and construction activities.	Verification: _____ Date     Init. _____ Name

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
	<b>NOI #4</b> Use the latest technology to mitigate construction equipment noise, i.e., engine enclosures, intake and exhaust silencers, etc.	City of Oceanside – Chief Building Official	During operation of construction equipment.	Ongoing during site grading and construction activities.	Verification: _____ Date     Init. _____ Name
	<b>NOI #5</b> Construct temporary noise walls or sound blankets along the Project boundaries if it is determined they are feasible and practical.	City of Oceanside – Chief Building Official	During project construction phase.	Ongoing during site grading and construction activities.	Verification: _____ Date     Init. _____ Name
	<b>NOI #6</b> All Project-related equipment and vehicles shall be fitted with effective exhaust silencers and would be maintained in proper working condition. Machines in intermittent use shall be shut down or throttled down during periods between uses.	City of Oceanside – Chief Building Official	During operation of construction equipment and/or vehicles.	Ongoing during site grading and construction activities.	Verification: _____ Date     Init. _____ Name
<b>TRANSPORTATION/TRAFFIC (SECTION 14.15)</b>					
<b>Intersections</b> <b>Impact TR #1:</b> Implementation of the proposed project would result in a significant impact at the following intersection: <ul style="list-style-type: none"> <li>Vista Way/Tri-City Hospital Access</li> </ul>	<b>Vista Way/Tri-City Hospital Access</b> <b>TR #1</b> Install new traffic signal at Project driveway on Vista Way. The new traffic signal shall include a CCTV camera and Actelis switch so that this new signal can be part of the City's Traffic Management Center operations and monitoring program.	City of Oceanside – City Engineer	Prior to occupancy of proposed facilities.	Once, upon completion.	Verification: _____ Date     Init. _____ Name

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Impact</b>	<b>Mitigation Measure</b>	<b>Responsible Monitoring Party</b>	<b>Required Time of Application</b>	<b>Monitoring Frequency</b>	<b>Shown on Plans / Completion Date</b>
<p><b>Roadway Segments</b>  <b>Impact TR #2:</b>                      Implementation of the proposed project would result in a significant impact on the following roadway segment:</p> <ul style="list-style-type: none"> <li>Vista Way – College Boulevard to SR 78 WB Ramps</li> </ul>	<p><b>Vista Way from College Boulevard to SR-78 Westbound Ramps</b>  <b>TR #2</b>                      Restripe westbound approach of the intersection of College Boulevard / Vista Way to provide two left-turn lanes, one through lane and one right-turn lane. This improvement will convert the outside westbound through lane to an exclusive right-turn lane. The existing and future westbound right-turn volumes are higher than the through volumes, and the forecast 2030 through volumes can be accommodated by a single westbound through lane at the intersection. This recommended improvement will improve intersection operations, and reassigning one of the existing westbound through lanes to a right-turn lane will balance the utilization of the westbound lanes.</p>	<p>City of Oceanside – City Engineer</p>	<p>Prior to occupancy of proposed facilities.</p>	<p>Once, upon completion.</p>	<p>Verification:                      _____                      Date     Init.                      _____                      Name</p>
	<p><b>TR #3</b>                      Provide a right-turn overlap signal phase for the westbound approach of the College Boulevard / Vista Way intersection.</p>	<p>City of Oceanside – City Engineer</p>	<p>Prior to occupancy of proposed facilities.</p>	<p>Once, upon completion.</p>	<p>Verification:                      _____                      Date     Init.                      _____                      Name</p>
	<p><b>TR #4</b>                      Restripe Vista Way to provide one additional westbound lane that will transition to the westbound dual left-turn lanes at the intersection of College Boulevard / Vista Way. This improvement will provide more storage capacity</p>	<p>City of Oceanside – City Engineer</p>	<p>Prior to occupancy of proposed facilities.</p>	<p>Once, upon completion.</p>	<p>Verification:                      _____                      Date     Init.                      _____                      Name</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
	for the westbound left-turn movements at College Boulevard / Vista Way, and will increase capacity by increasing the number of travel lanes to three lanes in each direction along the extent of the segment.	City of Oceanside – City Engineer	Prior to occupancy of proposed facilities.	Once, upon completion.	Verification: Date _____ Init. _____ Name _____
<b>Roadway Segments</b> <b>Impact TR #3:</b> Implementation of the proposed project would result in a significant impact on the following roadway segment: <ul style="list-style-type: none"> <li>College Boulevard – Waring Road to Plaza Drive</li> </ul>	<b>TR #5</b> Develop improvement plans and construction cost estimates for a future westbound right-turn lane at College Boulevard / Vista Way, assuming the development of a City Capital Improvements Program (CIP) project for this improvement. A future westbound right-turn lane would restore the existing dual through lanes at the westbound approach of this intersection.  <b>College Boulevard from Waring Road to Plaza Drive</b> <b>TR #6</b> Install a CCTV camera with Actelis switch on College Boulevard at Waring Road.	City of Oceanside – City Engineer	Prior to occupancy of proposed facilities.	Once, upon completion.	Verification: Date _____ Init. _____ Name _____
	<b>TR #7</b> Construct a second northbound right-turn lane at the intersection of College Boulevard / Vista Way. This improvement will require restriping the eastbound approach of Vista Way / SR-78 WB Ramps to provide a shared through/right-turn lane in addition to the existing right-turn lane.	City of Oceanside – City Engineer	Prior to occupancy of proposed facilities.	Once, upon completion.	Verification: Date _____ Init. _____ Name _____

**MITIGATION MONITORING AND REPORTING PROGRAM**

<u>Impact</u>	<u>Mitigation Measure</u>	<u>Responsible Monitoring Party</u>	<u>Required Time of Application</u>	<u>Monitoring Frequency</u>	<u>Shown on Plans / Completion Date</u>
	<p><b>TR #8</b>            Develop improvement plans and construction cost estimates for a future northbound right-turn lane on College Boulevard at Plaza Drive.</p>	<p>City of Oceanside – City Engineer</p>	<p>Prior to occupancy of proposed facilities.</p>	<p>Once, upon completion.</p>	<p>Verification:            _____            Date      Init.            _____            Name</p>

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**MITIGATION MONITORING AND REPORTING PROGRAM**  
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**ATTACHMENT 3**

1 PLANNING COMMISSION  
2 RESOLUTION NO. 2011-P28

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

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6 APPLICATION NO: D11-00002, CUP11-00002  
7 APPLICANT: Landreth Development & Consulting  
8 LOCATION: 4002 Vista Way

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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 Development Plan and Conditional Use Permit under  
13 the provisions of Articles 11 and 41 and 43 of the Zoning Ordinance of the City of Oceanside to  
permit the following:

- 14 (a) construct a 57,476-square foot medical office building and associated site  
15 improvements;
- 16 (b) permit a 64-foot (max) building height.

17 on certain real property described in the project description.

18 WHEREAS, the Planning Commission, after giving the required notice, did on the 8th day  
19 of August 2011, conduct a duly advertised public hearing as prescribed by law to consider said  
20 application;

21 WHEREAS, pursuant to the California Environmental Quality Act of 1970, and State  
22 Guidelines thereto a Mitigated Negative Declaration and Mitigation Monitoring Program has been  
prepared to address potential project impacts;

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

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

27 ////////////////

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

1 FINDINGS:

2 For the Development Plan to allow construction of a 57,476-square foot medical office building  
3 with associated improvements:

- 4 1. The site plan and physical design of the project is consistent with the purposes of the  
5 Zoning Ordinance. The proposed building and site improvements (with the exception of  
6 building height), as conditioned, will be consistent with development standards of the  
7 underlying Commercial Professional (CP) zoning district, including but not limited to  
8 setbacks, lot coverage, floor/area ratio, landscaping and parking.
- 9 2. The Development Plan conforms to the General Plan of the City. The project is located  
10 within an existing regional medical center and is consistent with the underlying  
11 Professional Commercial (PC) General Plan designation. The subject development and  
12 land use complements its context and complies with General Plan objectives and policies  
13 which promote a balanced distribution of land uses to organize the City in a hierarchy of  
14 activity centers and land uses so as to foster a sense of neighborhood, community, and  
15 regional identity
- 16 3. The project site can be adequately served by existing public facilities, services and  
17 utilities. The subject development involves infill redevelopment within an existing  
18 regional medical center.
- 19 4. The project will be compatible with existing and potential development on adjoining  
20 commercial properties and the surrounding neighborhood. The proposed medical office  
21 development will enhance its surroundings through building siting, landscaping,  
22 architectural design and use of high quality materials. Adequate building setbacks and  
23 landscape buffering of structures and parking areas will complement the existing  
24 neighborhood context. Pedestrian and vehicular circulation on the property will be  
25 integrally connected with those of the existing medical campus. Available parking to  
26 serve existing medical facilities and the new office building will exceed the minimum  
27 required 685 parking spaces (397 Hospital/288 Medical Office). Architectural building  
28 entry features and wall parapets will provide screening of the elevator penthouse and  
mechanical equipment.
5. The site plan and physical design of the project is consistent with applicable policies  
contained within Section 1.24 and 1.25 of the land Use Element of the General Plan, the

1 Development Guidelines for Hillside, and Section 3039 of this ordinance. The project  
2 design will not contribute to slope instability, flooding or erosion hazards to life or  
3 property. The structural quality of the soil and geologic conditions will be incorporated  
4 into the site design and determine the method of construction. Slope stability will be  
5 ensured during and after construction.

6 For the Conditional Use Permit to allow the building height to exceed the base district standard  
7 (50 ft.):

- 8 1. The proposed medical office facility is in accord with the objectives of the Zoning  
9 Ordinance and the purposes of the underlying Commercial Professional (CP) district.  
10 Section 1120 of the Oceanside Zoning Ordinance permits "by-right" the establishment  
11 and operation of medical office uses in the subject zoning district. Development on the  
12 project area is subject to compliance with the development standards set forth in Section  
13 1130 of the zoning ordinance. The additional building height will enhance the  
14 building's image, by providing a proportionate and balanced design solution and by  
15 allowing the establishment of an architectural focal point at the main building entry.  
16 The additional height will also ensure appropriate screening of rooftop mechanical  
17 building appurtenances.
- 18 2. The location for the use and conditions under which it will be operated are consistent with  
19 the General Plan, will not be detrimental to public health, safety or welfare of persons  
20 residing or working in or adjacent to the neighborhood; and will not be detrimental to  
21 properties or improvements in the vicinity or to the general welfare of the City. The  
22 medical office development will be sited within the Tri-City Medical Center campus - a  
23 regional medical facility along State Highway 78. The subject structure will accommodate  
24 additional permitted medical services which will benefit community residents by providing  
25 synergistic land uses within the medical campus and immediate neighborhood area. The  
26 proposed medical office development, as conditioned, will enhance its surroundings  
27 through building siting, landscaping, architectural design and use of high quality materials.  
28 The project will significantly improve the visual image of the Tri-City Medical Center  
campus and positively contribute toward improving neighborhood values.

1 3. The proposed conditional use is subject to compliance with Zoning Ordinance provisions,  
2 specific conditions of project approval and additional regulations/licensing as deemed  
3 necessary by other regulatory or permit authorities.

4 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby  
5 approve Development Plan (D11-00002) and Conditional Use Permit (CUP11-00002) subject to  
6 the following conditions:

7 **Building:**

- 8 1. Construction shall comply with the 2010 edition of the California Codes.  
9 2. Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday.

10 **Planning:**

- 11 3. This Development Plan (D11-00002) and Conditional Use Permit (CUP11-00002) shall  
12 expire on August 8, 2013, unless implemented as required by the Zoning Ordinance.  
13 4. This Conditional Use Permit approves a maximum building height up to 64 feet as  
14 specifically shown on the approved plans. Unless amended by a condition of project  
15 approval herein, no deviation from these approved plans and exhibits shall occur without  
16 Development Services Department approval. Substantial deviations shall require a  
17 revision to the Development Plan and Conditional Use Permit or a new Development Plan  
18 and Conditional Use Permit.  
19 5. A bus-stop turn around shall be provided on-site and shall be shown on the building permit  
20 plans for the Tri-City Medical Center/ Medical Office Building. Its final design shall be  
21 reviewed by the City of Oceanside and approved by NCTD prior to issuance of building  
22 permits for said project. Construction of bus-stop turn around improvements shall be  
23 completed prior to occupancy of the Tri-City Medical Center/ Medical Office Building.  
24 6. The project shall comply with all mitigation measures set forth in the Mitigated Negative  
25 Declaration for the subject development proposal and associated Mitigation Monitoring  
26 Program.  
27 7. A minimum of 685 parking spaces shall be available on-site to serve Tri-City Hospital  
28 facilities and the proposed medical office building at all times. The Tri-City Hospital  
loading dock areas shall serve jointly hospital and medical office facility needs.

1 8. All mechanical rooftop and ground equipment shall be screened from public view as  
2 required by the Zoning Ordinance, on all four sides and top. The roof jacks, mechanical  
3 equipment, screen and vents shall be painted with non-reflective paint to match the roof.  
4 This information shall be shown on the building plans.

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

23 10. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold  
24 harmless the City of Oceanside, its agents, officers or employees from any claim, action or  
25 proceeding against the City, its agents, officers, or employees to attack, set aside, void or  
26 annul an approval of the City, concerning Development Plan (D11-00002) and Conditional  
27 Use Permit (CUP11-00002). The City will promptly notify the applicant of any such  
28 claim, action or proceeding against the City and will cooperate fully in the defense. If  
the City fails to promptly notify the applicant of any such claim action or proceeding or  
fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible  
to defend, indemnify or hold harmless the City.

- 1 11. A covenant or other recordable document approved by the City Attorney shall be prepared  
2 by the applicant and recorded prior to the issuance of a business license. The covenant  
3 shall provide that the property is subject to this resolution, and shall generally list the  
4 conditions of approval.
- 5 12. Prior to the issuance of building permits, compliance with the applicable provisions of the  
6 City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code) shall be reviewed  
7 and approved by the Development Services Department. These requirements, including  
8 the obligation to remove or cover with matching paint all graffiti within 24 hours, shall be  
9 noted on the Landscape Plan and shall be recorded in the form of a covenant affecting the  
10 subject property.
- 11 13. Prior to the transfer of ownership and/or operation of the site the owner shall provide a  
12 written copy of the applications, staff report and resolutions for the project to the new  
13 owner and/or operator. This notification's provision shall run with the life of the project  
14 and shall be recorded as a covenant on the property.
- 15 14. Failure to meet any conditions of approval for this development shall constitute a violation  
16 of the Development Plan and Conditional Use Permit.
- 17 15. Unless expressly waived, all current zoning standards and City ordinances and policies in  
18 effect at the time building permits are issued are required to be met by this project. The  
19 approval of this project constitutes the applicant's agreement with all statements in the  
20 Description and Justification and other materials and information submitted with this  
21 application, unless specifically waived by an adopted condition of approval.
- 22 16. This Development Plan and Conditional Use Permit shall be called for review by the  
23 Planning Commission if complaints are filed and verified as valid by the Code  
24 Enforcement Office concerning the violation of any of the approved conditions or  
25 assumptions made by the application.
- 26 17. All signs shall meet the requirements of the Oceanside zoning ordinance. Sign plans  
27 shall be reviewed and approved by the Planning Division prior to an application for a  
28 sign permit.

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1 **Engineering:**

- 2 18. For the demolition of any existing structure or surface improvements; preliminary  
3 grading plan(s) shall be submitted and erosion control plan(s) shall be approved by the  
4 City Engineer prior to the issuance of a demolition permit. No demolition shall be  
5 permitted without an approved erosion control plan.
- 6 19. Design and construction of all improvements shall be in accordance with the City of  
7 Oceanside Engineers Design and Processing Manual, City Ordinances, subject to  
8 approval by the City Engineer.
- 9 20. Prior to issuance of a building permit all public improvement requirements shall be  
10 covered by a development agreement and secured with sufficient improvement securities  
11 or bonds guaranteeing performance and payment for labor and materials, setting of  
12 monuments, and warranty against defective materials and workmanship.
- 13 21. Prior to the issuance of the building permits all frontage improvements including  
14 landscaping shall be under construction to the satisfaction of the City Engineer. All  
15 improvements shall be completed prior to issuance of any certificates of occupancy.
- 16 22. Unless superceded by this project's precise grading plan, the owner/developer shall  
17 construct all incomplete improvements required in the resolution of approval for  
18 Administrative Development Plan number ADP-3-2005, (shown on the approved  
19 Grading Permit number 2333) prior to the issuance of the building permit to the  
20 satisfaction of the City Engineer.
- 21 23. Where proposed off-site improvements, including but not limited to slopes, public utility  
22 facilities, and drainage facilities, are to be constructed, the owner/developer shall, at his  
23 own expense, obtain all necessary easements or other interests in real property and shall  
24 dedicate the same to the City of Oceanside as required. The owner/developer shall  
25 provide documentary proof satisfactory to the City of Oceanside that such easements or  
26 other interest in real property have been obtained prior to issuance of any grading permit  
27 for the development. Additionally, the City of Oceanside, may at its sole discretion,  
28 require that the owner/developer obtain at his sole expense a title policy insuring the  
necessary title for the easement or other interest in real property to have vested with the  
City of Oceanside or the owner/developer, as applicable.

1 24. A Declaration of Covenants, Conditions and Restrictions (DCC&R) is required prior to  
2 the grading permit, and will be reviewed and approved by the City Attorney.  
3 owner/developer shall record DCC&R with San Diego County Recorder Office attesting  
4 to these improvement conditions prior to issuance of any grading permit.

5 25. Prior to the issuance of a preliminary grading permit, the owner/developer shall notify  
6 and host a neighborhood meeting with all of the area residents located within 300 feet of  
7 the project site, to inform them of the grading and construction schedule, and to answer  
8 questions.

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

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

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

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

d) The owner/developer shall complete a haul route permit application (if required  
for import/export of dirt) and submit to the City of Oceanside Engineering

1 Division 48 hours in advance of beginning of work. Hauling operations (if  
2 required) shall be 8:00 a.m. to 3:30 p.m. unless approved otherwise.

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

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

15 29. Sidewalk improvements shall comply with ADA requirements. Minimum curb return  
16 radius shall comply with the City of Oceanside Engineers Design and Processing  
17 Manual.

18 30. Sight distance requirements at the project driveway on Vista Way for each direction of  
19 traffic shall conform to the corner sight distance criteria as provided by SDRSD, DS-  
20 20A and or DS-20B.

21 31. Pavement sections for all public and private streets, driveways and parking areas shall be  
22 based upon approved soil tests and traffic indices. The pavement design is to be  
23 prepared by the developer's/owner's soil engineer and must be in compliance with the  
24 City of Oceanside Engineers Design and Processing Manual and be approved by the  
25 City Engineer, prior to paving.

26 32. Prior to approval of the grading plans, the owner/developer shall contract with a  
27 geotechnical engineering firm to perform a field investigation of the existing pavement  
28 on Vista Way along the project frontage. The limits of the study shall be half-street plus  
12 feet along the project's frontage. The field investigation shall include a minimum of  
one pavement boring per every 100 linear feet of street frontage. Should the existing  
thickness be determined to be less than the current minimum standard as set forth in the

1 table for City of Oceanside Pavement Design Guidelines in the City of Oceanside  
2 Engineers Manual, the owner/developer shall remove and reconstruct the pavement  
3 section as determined by the pavement analysis submittal process detailed in the  
4 condition listed below:

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

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

17 35. The owner/developer shall comply with all the provisions of the City's cable television  
18 ordinances including those relating to notification as required by the City Engineer.

19 36. The owner/developer shall obtain any necessary permits and clearances from all public  
20 agencies having jurisdiction over the project due to its type, size, or location, including  
21 but not limited to the U. S. Army Corps of Engineers, California Department of Fish &  
22 Game, U. S. Fish and Wildlife Service and/or San Diego Regional Water Quality  
23 Control Board (including NPDES), San Diego County Health Department, prior to the  
24 issuance of grading permits.

25 37. The approval of the project shall not mean that proposed grading or improvements on  
26 adjacent properties (including any City properties/right-of-way or easements) is granted  
27 or guaranteed to the owner/developer. The owner/developer is responsible for obtaining  
28 a "permission to grade letter" from adjacent property owner to construct on adjacent  
properties. Should such permission be denied, the project shall be subject to going back  
to the public hearing or subject to a substantial conformity review.

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

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

11 40. A precise grading and improvement plans shall be prepared, reviewed, secured and  
12 approved prior to the issuance of any building permits. The plan shall reflect all  
13 pavement, flatwork, landscaped areas, special surfaces, curbs, gutters, medians, striping,  
14 and signage, footprints of all structures, walls, drainage devices and utility services.  
15 Parking lot striping and any on site traffic calming devices shall be shown on all precise  
16 grading and private improvement plans.

17 41. Landscaping plans, including plans for the construction of walls, fences or other  
18 structures at or near intersections, must conform to intersection sight distance  
19 requirements. Landscape and irrigation plans for disturbed areas shall be submitted to  
20 the City Engineer prior to the issuance of a grading permit and approved by the City  
21 Engineer prior to the issuance of occupancy permits. Frontage landscaping shall be  
22 installed prior to the issuance of any certificates of occupancy. Any project fences,  
23 sound or privacy walls and monument entry walls/signs shall be shown on, bonded for  
24 and built from the landscape plans. These features shall also be shown on the precise  
25 grading plans for purposes of location only. Plantable, segmental walls shall be  
26 designed, reviewed and constructed by the grading plans and landscaped/irrigated  
27 through project landscape plans. All plans must be approved by the City Engineer and a  
28 pre-construction meeting held, prior to the start of any improvement.

42. The drainage design shown on the site plan or grading plan, and the drainage report for  
this project is conceptual only. The final drainage report and drainage design shall be  
based upon a hydrologic/hydraulic study that is in compliance with the latest San Diego

1 County Hydrology and Drainage Manual to be approved by the City Engineer during  
2 final engineering. All drainage picked up in an underground system shall remain  
3 underground until it is discharged into an approved channel, or as otherwise approved by  
4 the City Engineer. All public storm drains shall be shown on City standard plan and  
5 profile sheets. All storm drain easements shall be dedicated where required. The  
6 owner/developer shall be responsible for obtaining any off-site easements for storm  
7 drainage facilities.

8 43. Storm drain facilities shall be designed and located such that the inside travels lanes on  
9 streets with collector or above design criteria shall be passable during conditions of a  
10 100-year frequency storm.

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

14 45. A minimum 42-inch high landscape barrier, approved by the City Engineer, shall be  
15 provided at the top of all slopes whose height exceeds 20 feet or where the slope exceeds  
16 4 feet and is adjacent to any streets.

17 46. The owner/developer shall comply with the provisions of National Pollution Discharge  
18 Elimination System (NPDES) General Permit for Storm Water Discharges Associated  
19 with Construction Activity (General Permit) Water Quality Order 2009-0009-DWQ.  
20 The General Permit continues in force and effect until a new General Permit is issued or  
21 the SWRCB rescinds this General Permit. Only those owner/developers authorized to  
22 discharge under the expiring General Permit are covered by the continued General  
23 Permit. Construction activity subject to the General Permit includes clearing, grading,  
24 and disturbances to the ground such as stockpiling, or excavation that results in land  
25 disturbances of equal to or greater than one acre. The owner/developer shall obtain  
26 coverage under the General Permit by submitting a Notice of Intent (NOI) and obtaining  
27 a Waste Discharge Identification Number (WDID#) from the State Water Resources  
28 Control Board (SWRCB). In addition, coverage under the General Permit shall not  
occur until an adequate SWPPP is developed for the project as outlined in Section A of  
the General Permit. The site specific SWPPP shall be maintained on the project site at  
all times. The SWPPP shall be provided, upon request, to the United States

1 Environmental Protection Agency (USEPA), SWRCB, Regional Water Quality Control  
2 Board (RWQCB), City of Oceanside, and other applicable governing regulatory  
3 agencies. The SWPPP is considered a report that shall be available to the public by the  
4 RWQCB under section 308(b) of the Clean Water Act. The provisions of the General  
5 Permit and the site specific SWPPP shall be continuously implemented and enforced  
6 until the owner/developer obtains a Notice of Termination (NOT) for the SWRCB. The  
7 owner/developer is required to retain records of all monitoring information, copies of all  
8 reports required by this General Permit, and records of all data used to complete the NOI  
9 for all construction activities to be covered by the General Permit for a period of at least  
10 three years from the date generated. This period may be extended by request of the  
11 SWRCB and/or RWQCB.

12 47. The owner/developer shall provide a copy of the title/cover page of an approved SWMP  
13 with the first engineering submittal package. The SWMP shall be prepared by the  
14 owner/developer's Civil Engineer. All stormwater documents shall be in compliance  
15 with the latest edition of submission requirements.

16 48. Following approval of the Storm Water Mitigation Plan (SWMP) by the City Engineer  
17 and prior to issuance of precise grading permits, the owner/developer shall submit and  
18 obtain approval of an Operation & Maintenance (O&M) Plan, prepared to the  
19 satisfaction of the City Engineer. The O&M Plan shall include an approved and  
20 executed Maintenance Mechanism pursuant to Section 5 of the Standard Urban Storm  
21 Water Mitigation Plan (SUSMP). The O&M shall satisfy the minimum Maintenance  
22 Requirements pursuant to Section 5 of the SUSMP. At a minimum the O&M Plan shall  
23 include the designated responsible party to manage the stormwater BMP(s), employee  
24 training program and duties, operating schedule, maintenance frequency, routine service  
25 schedule, specific maintenance activities, copies of resource agency permits, cost  
26 estimate for implementation of the O&M Plan, a non-refundable cash (or certificate of  
27 deposit payable to the City), or an irrevocable, City-Standard Letter of Credit security to  
28 provide maintenance funding in the event of noncompliance to the O&M Plan, and any  
other necessary elements. The owner/developer shall provide the City with access to  
site for the purpose of BMP inspection and maintenance by entering into an Access  
Rights Agreement with the City. The owner/developer shall complete and maintain

1 O&M forms to document all operation, inspection, and maintenance activities. The  
2 owner/developer shall retain records for a minimum of five years. The records shall be  
3 made available to the City upon request.

4 49. The owner/developer shall enter into a City-Standard Stormwater Facilities Maintenance  
5 Agreement (SWFMA) with the City obliging the owner/developer to maintain, repair  
6 and replace the Storm Water Best Management Practices (BMPs) identified in the  
7 project's approved SWMP, as detailed in the O&M Plan into perpetuity. The  
8 Agreement shall be approved by the City Attorney prior to issuance of any precise  
9 grading permit and shall be recorded at the County Recorder's Office prior to issuance  
10 of any building permit. A non-refundable Security in the form of cash (or certificate of  
11 deposit payable to the City) or an irrevocable, City Standard Letter of Credit shall be  
12 required prior to issuance of a precise grading permit. The amount of the non-  
13 refundable security shall be equal to 10 years of maintenance costs, as identified by the  
14 O&M Plan, but not to exceed a total of \$25,000. The owner/developer's civil engineer  
shall prepare the O&M cost estimate.

15 50. At a minimum, maintenance agreements shall require the staff training, inspection and  
16 maintenance of all BMPs on an annual basis. The owner/developer shall complete and  
17 maintain O&M forms to document all maintenance activities. Parties responsible for the  
18 O&M plan shall retain records at the subject property for at least five years. These  
19 documents shall be made available to the City for inspection upon request at any time.

20 51. The Agreement shall include a copy of executed on-site and off-site access easement and  
21 or access rights necessary for the operation and maintenance of BMPs that shall be  
22 binding on the land throughout the life of the project to the benefit of the party  
23 responsible for the O&M of BMPs, satisfactory to the City Engineer. The agreement  
shall also include a copy of the O&M Plan approved by the City Engineer.

24 52. The BMPs described in the project's approved SWMP shall not be altered in any way,  
25 unless reviewed and approved to the satisfaction of the City Engineer. The  
26 determination of whatever action is required for changes to a project's approved SWMP  
27 shall be made by the City Engineer.  
28

1 53. Provide the City of Oceanside with a certification from each public utility and each  
2 public entity owning easements within the proposed project stating that:

- 3 a) they have received from the owner/developer a copy of the proposed project  
plans;
- 4 b) they object or do not object to the proposed development without their signature;
- 5 c) in case of a street dedication affected by their existing easement, they will sign a  
6 "subordination certificate" or "joint-use certificate" on the grading plan when  
7 required by the governing body. In addition, the owner/developer shall furnish  
8 proof to the satisfaction of the City Engineer that no new encumbrances have  
9 been created that would subordinate the City's interest over areas to be dedicated  
10 for public road purposes since submittal of the project.

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

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

24 56. The owner/developer shall provide design plans and construction cost estimates for a  
25 future westbound to northbound right turn pocket at the intersection of College  
26 Boulevard at Vista Way, to be delivered to the City prior to the issuance of Certificate of  
27 Occupancy.  
28

1 57. The owner/developer shall restripe the westbound approach of the intersection of  
2 College Boulevard at Vista Way, converting the existing shared thru/right lane into an  
3 exclusive right turn lane with a traffic signal modification to accommodate overlapping  
4 signal phasing with the southbound to eastbound left turn signal phase. In addition, the  
5 project shall restripe and lengthen the existing dual westbound to southbound left turn  
6 pockets to the greatest extent possible to increase segment capacity. This improvement  
7 shall be completed prior to the issuance of Certificate of Occupancy.

8 58. The owner/developer shall be required to construct an additional northbound to  
9 eastbound right turn pocket at the intersection of College Boulevard at Vista Way. The  
10 project shall coordinate the design plans and construction of said improvement  
11 concurrent with the City's effort to construct an additional northbound to westbound left  
12 turn pocket on College Boulevard at Vista Way. As such, the City shall provide to the  
13 project with design plans as well as its cost for construction of the additional left turn  
14 pocket to the project within 180 days after Planning Commission Approval. The City  
15 shall pay the project its fair share for construction management and the project shall  
16 manage the construction of both improvements in coordination with the City and  
17 complete the improvements prior to the issuance of Certificate of Occupancy.

18 59. The owner/developer shall complete design plans and construction cost estimates for a  
19 future right turn pocket on the northbound approach at the intersection of College  
20 Boulevard at Plaza Drive and submit to the City for review and approval prior to the  
21 issuance of Certificate of Occupancy.

22 60. The owner/developer shall also install a CCTV camera with Actelis switch  
23 (specifications provided by the City) and accompanying hardware on the signal on  
24 College Boulevard at Waring Road prior to the issuance of Certificate of Occupancy.

25 61. The owner/developer shall install a new traffic signal on Vista Way at the project  
26 driveway. A CCTV camera with Actelis switch (specifications provided by the City)  
27 and accompanying hardware shall also be installed on the new traffic signal. This  
28 improvement shall be completed prior to the issuance of Certificate of Occupancy.

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

1 **Landscaping:**

2 63. Landscape plans, shall meet the criteria of the City of Oceanside Landscape Guidelines  
3 and Specifications for Landscape Development (latest revision), Water Conservation  
4 Ordinance No. 91-15, Landscape Water Ordinance No. 10-OR0412-1, Engineering  
5 criteria, City code and ordinances, including the maintenance of such landscaping, shall  
6 be reviewed and approved by the City Engineer prior to the issuance of building permits.  
7 Landscaping shall not be installed until bonds have been posted, fees paid, plans signed  
8 for final approval and a pre-construction meeting has been completed with city  
9 inspection staff. The following landscaping requirements shall be required prior to plan  
approval and certificate of occupancy.

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

- 1 h) Root barriers shall be installed adjacent to all paving surfaces, where a paving  
2 surface is located within six feet of a trees trunk on-site (private) and within 10  
3 feet of a trees trunk in the right-of-way (public). Root barriers shall extend five  
4 feet in each direction from the centerline of the trunk, for a total distance of 10  
5 feet. Root barriers shall be 24 inches in depth. Installing a root barrier around  
6 the tree's root ball is unacceptable.
- 7 i) All fences, gates, walls, stone walls, retaining walls, and plantable walls shall  
8 obtain planning department approval for these items in the conditions or  
9 application stage prior to 1st submittal of working drawings.
- 10 j) For the planting and placement of trees and their distances from hardscape and  
11 other utilities/ structures the landscape plans shall follow the City of Oceanside's  
12 (current) Tree Planting Distances and Spacing Standards.
- 13 k) An automatic irrigation system shall be installed to provide coverage for all  
14 planting areas shown on the plan. Low volume equipment shall provide  
15 sufficient water for plant growth with a minimum water loss due to water run-  
16 off.
- 17 l) Irrigation systems shall use high quality, automatic control valves, controllers  
18 and other necessary irrigation equipment. All components shall be of non-  
19 corrosive material. All drip systems shall be adequately filtered and regulated  
20 per the manufacturer's recommended design parameters.
- 21 m) All irrigation improvements shall follow the City of Oceanside Guidelines and  
22 Water Ordinances.
- 23 n) The landscape plans shall match all plans affiliated with the project.
- 24 o) Landscape plans shall comply with Biological and/or Geotechnical reports, as  
25 required, shall match the grading and improvement plans, comply with SWMP  
26 Best Management Practices and meet the satisfaction of the City Engineer.
- 27 p) Existing landscaping on and adjacent to the site shall be protected in place and  
28 supplemented or replaced to meet the satisfaction of the City Engineer.
- q) Three sets of tables and chairs shall be required at the "Passive/Employee Eating  
Area". Manufacturer and model number(s) are to be provided on the landscape  
improvement plans.

1 r) Manufacturer and model number(s) shall be provided for the five benches at/  
2 around the "Passive/Employee Eating Area" on the landscape improvement  
3 plans.

4 s) The retaining wall(s) located parallel to Vista Way, shall be screened by  
5 cascading-type vines.

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

15 65. In the event that the conceptual landscape plan (CLP) does not match the conditions of  
16 approval, the resolution of approval shall govern.

17 **Water:**

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

22 67. The property owner shall maintain private water and wastewater utilities located on private  
23 property.

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

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

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1 **The following conditions shall be met prior to the approval of engineering design plans:**

- 2 70. All public water and/or sewer facilities not located within the public right-of-way shall be  
3 provided with easements sized according to the Water, Sewer, and Reclaimed Water  
4 Design and Construction Manual. Easements shall be constructed for all weather access.
- 5 71. No trees, structures or building overhang shall be located within any water or wastewater  
6 utility easement.
- 7 72. All lots with a finish pad elevation located below the elevation of the next upstream  
8 manhole cover of the public sewer shall be protected from backflow of sewage by  
9 installing and maintaining an approved type backwater valve, per the Uniform Plumbing  
10 Code (U.P.C.).
- 11 73. The developer shall construct a public reclamation water system that will serve each lot  
12 and or parcels that are located in the proposed project in accordance with the City of  
13 Oceanside Ordinance No. 91-15. The proposed reclamation water system shall be  
14 located in the public right-of-way or in a public utility easement.
- 15 74. A separate irrigation meter and approved backflow prevention device is required and  
16 shall be displayed on the plans.
- 17 75. An Inspection Manhole, described by the Water, Sewer, and Reclaimed Water Design  
18 and Construction Manual, shall be installed in each building sewer lateral and the  
19 location shall be called out on the approved Improvement Plans.

20 **The following conditions of approval shall be met prior to building permit issuance:**

- 21 76. Water and Wastewater Buy-in fees and the San Diego County Water Authority Fees are  
22 to be paid to the City and collected by the Water Utilities Department at the time of  
23 Building Permit issuance.
- 24 77. All Water Utilities Fees are due at the time of building permit issuance per City Code  
25 Section 32B.7, unless the developer/applicant applies and is approved for a deferral of  
26 all fees per City of Oceanside Ordinance No. 09-OR0676-1.

27 **Fire:**

- 28 78. Fire Department requirements shall be placed on plans in the notes section.
79. Fire flow shall be determined at the time of building permit application.

- 1 80. All proposed and existing fire hydrants within 400 feet of the project shall be shown on  
2 the site plan.
- 3 81. The fire hydrants shall be installed and tested prior to placing any combustible materials  
4 on the job site.
- 5 82. Provide on-site hydrants and mains capable of supplying the required fire flow.
- 6 83. The developer shall supply the Fire Department with updated map and hydrant locations  
7 in a digital format compatible with the Fire Department's mapping program upon  
8 approval of final improvements plans.
- 9 84. Blue hydrant identification markers shall be placed as per Oceanside's Engineers Design  
10 and Processing Manual Standard Drawing No. M-13.
- 11 85. All weather access roads shall be installed and made serviceable prior to and maintained  
12 during time of construction.
- 13 86. Apparatus access roads shall have a minimum unobstructed width of 28 feet. A  
14 minimum vertical clearance of 14 feet shall be provided for the apparatus access roads.
- 15 87. The Fire Department access roadway shall be provided with adequate turning radius for  
16 Fire Department apparatus: a 50-foot outside and 30-foot inside turning radius.
- 17 88. Fire Department emergency access shall meet grade requirements per the Oceanside Fire  
18 Code Section 503.2.7.
- 19 89. A "Knox" key storage box shall be provided for all new construction.
- 20 90. All security gates shall have a Knox-box override and as required have strobe activation  
21 capability.
- 22 91. Fire extinguishers are required and shall be included on the plans.
- 23 92. The Fire Department connection shall be located on the address side of the building –  
24 unless otherwise determined by the Fire Department. The hydrant shall be located on  
25 the same side of the street as the Fire Department connection. Fire hydrant must be  
26 within 40 feet of the Fire Department connection. Fire hydrants and Fire Department  
27 connection must be a minimum of 40 feet from the building.
- 28 93. Provide a fire alarm system as required per California Fire Code Section 907 and  
N.F.P.A. 72 when the total combined occupant load of all floors is 500 or more or if the  
occupant load is more than 100 persons above the first floor.

- 1 94. In accordance with the Oceanside Fire Code Section 505, approved addresses for  
2 commercial, industrial, and residential occupancies shall be placed on the structure in  
3 such a position as to be plainly visible and legible from the street or roadway fronting  
4 the property. Numbers shall be contrasting with their background and meet the current  
5 City of Oceanside size and design standard.
- 6 95. Plans shall be submitted to the Fire Prevention Bureau for plan check review and  
7 approval prior to the issuance of building permits.
- 8 96. Buildings shall meet Oceanside Fire Department's current codes at the time of building  
9 permit application.
- 10 97. Provide a horn strobe device on the exterior of the building to be activated by fire  
11 sprinkler water flow
- 12 98. Fire apparatus access roads shall be designed and maintained to support the imposed  
13 loads of fire apparatus not less than 75,000 lbs and shall be provided with an approved  
14 paved surface to provide all-weather driving capabilities.
- 15 99. The gradient for a fire apparatus access roadway shall not exceed 12 percent.
- 16 100. All water mains which support fire hydrants shall be looped as required by City of  
17 Oceanside Engineer's Manual.

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1 101. Provide a separate submittal to the Fire Department showing Fire Department access and  
2 Fire Department underground plans. (The grading plans shall not be used as approved  
3 underground or Fire Department access plans).

4 PASSED AND ADOPTED Resolution No. 2010-P28 on August 8, 2011 by the  
5 following vote, to wit:

6 AYES:

7 NAYS:

8 ABSENT:

9 ABSTAIN:

10  
11 \_\_\_\_\_  
Tom Rosales, Chairperson  
12 Oceanside Planning Commission

13 ATTEST:

14  
15 \_\_\_\_\_  
Jerry Hittleman, Secretary

16  
17 I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that  
18 this is a true and correct copy of Resolution No. 2010-P28.

19  
20 Dated: August 8, 2011

21  
22 Applicant accepts and agrees with all conditions of approval and acknowledges impact fees may  
23 be required as stated herein:

24  
25 \_\_\_\_\_  
Applicant/Representative

26  
27 \_\_\_\_\_  
Date

**ATTACHMENT 4**

## Amy Fousekis

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**From:** andy.laubach@gmail.com on behalf of Andrew Laubach <alaubach@summitra.com>  
**Sent:** Thursday, July 07, 2011 1:18 PM  
**To:** Amy Fousekis; Rich Landreth  
**Subject:** 4000 Vista Way  
**Attachments:** TCMC Letter to Fousekis.docx

Ms. Fousekis, Attached is a letter expressing our position regarding the proposed Tri-City Hospital medical office building. It is my understanding that you wanted our comments before July 11, 2011 for "staff" consideration prior to an August hearing. This letter is simply to confirm that we do not intend to give up any of our easement or access rights contained in agreements between the hospital and our partnership. Mr. Landreth has been extremely cooperative and helpful in discussing the project with us and trying to engineer around the easement issues. Our group is very supportive of the project and believe it benefits the hospital and community. We are currently in preliminary discussions with the Tri-City to sell our property to the hospital. Obviously, a sale would eliminate any problems arising from the easements. Unfortunately, negotiations are not far along enough at this date where we feel comfortable in not raising our concerns prior to the August hearing.

Please feel free to contact me with any questions.

Andy Laubach

Via Facsimile  
Amy Fousekis  
Principal Planner  
City of Oceanside

July 7, 2011

RE: 4000 Vista Way

Dear Ms. Fousekis,

Thank you for keeping us informed concerning the proposed 60,000 +/- square foot medical office building to be constructed by Tri-City Medical Center ("TCMC") on the site next to our property. As you know, a critical storm drain easement lies on TCMC property adjacent to our site. This easement, apparently unknown to the current TCMC administration, would not have been discovered without your assistance. I have met with Rich Landreth to discuss the easement and it is my understanding that TCMC will re-route the proposed storm drain onto the TCMC property eliminating the need to run the storm drain next to our property.

As you may know, the storm drain servicing certain TCMC parking areas was uncovered by our contractor after we purchased the property. As part of the negotiations to allow continued use of the drain and as part of the cost sharing agreement to relocate the storm drain, the parties agreed to various easements and access agreements which enabled us to design a two story project with subterranean parking. A critical element of the agreement allows us to place tie-backs on TCMC property to construct walls on the east side of our property. This easement right is contained in a Reciprocal Easement Agreement recorded June 1, 2006, a copy of which I have previously provided. According to Mr. Landreth, the relocation of the sewer line will make this job easier and our right to tie-backs on TCMC property will not be impacted. I have no reason to doubt Mr. Landreth; however, I want to make clear we are not waiving any of our rights under the terms of the Reciprocal Easement Agreement.

A second agreement, dated July 29, 2005, sets forth additional rights we have regarding easement access across TCMC property. With TCMC permission, I will provide this document to you. Following execution of the document, TCMC asked that this document not be released. While not bound by this provision, I am not attaching this document at this time. There is very little in this document which is relevant to the construction of the TCMC medical office building, however, it does provide the owners of 4000 Vista Way several rights not specifically set forth in the Reciprocal Easement Agreement including (1) the right to go on Tri-City property during our construction to erect scaffolding and related structures necessary to construction, (2) the right to re-grade slopes along the east side of the building to provide drainage away from our project, and (3) the right to surface drainage, landscaping and pedestrian access across hospital property on the east side of our property. (Of primary concern is the landscape easement since we needed to use plantings on the easement to meet certain landscape coverage ratios for our current building design and the second is the ability to re-grade slopes to drain water away from our building on to the easement).

Our partnership is very supportive of Tri-City's desire to build the new medical office building and believe it benefits the hospital, community and the value of our site as well. We do not want to delay or obstruct development of the project so long as all of our rights are preserved. Rich Landreth, the developer's agent, has been extremely cooperative and responsive in meeting with us to review the project designs and discuss why the proposed design actually benefits our site. Nevertheless, because we are undecided whether we will build the project we have previously designed and had approved, build a revised development or sell the property to a third party we are uncertain whether the proposed TCMC development will make our development more difficult or expensive to build. As such, we cannot agree to waive any of our rights under any of the various agreements we have with TCMC and want to make sure the City is aware of our concerns prior to approving the TCMC project.

Again, thank you for your attention to this matter and please feel free to contact me with any questions.

Andrew C. Laubach  
4000 Vista Way, LLC



RECEIVED

JAN 27 2011

STAFF USE ONLY

ACCEPTED

BY

112711

SN  
?  
DW.

Application For Public Hearing

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

Please Print Or Type All Information

HEARING

PART I - APPLICANT INFORMATION

1. APPLICANT <b>Landreth Development &amp; Consulting</b>	2. STATUS <b>Developer</b>
4. PHONE / FAX / E-mail <b>(760)-477-8188 ph richlandreth@gmail.com</b>	
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing) <b>Rich Landreth</b>	
6. ADDRESS <b>same as above</b>	7. PHONE / Fax / E-mail <b>same as above</b>

GPA
MASTER/SP.PLAN
ZONE CH.
TENT. MAP
PAR. MAP
1 DEV. PL <b>D11-00002</b>
1 C.U.P. <b>CUP11-00002</b>
VARIANCE
COASTAL
O.H.P.A.C.

PART II - PROPERTY DESCRIPTION

8. LOCATION <b>The project site is located on the north side of Vista Way approximately 500 feet west of Thunder Drive at 4002 Vista Way.</b>	9. SIZE <b>5.13 acres - total</b>
10. GENERAL PLAN <b>PC - Professional Commercial</b>	11. ZONING <b>CP - Commercial Professional</b>
12. LAND USE <b>Vehicle Parking Areas</b>	13. ASSESSOR'S PARCEL NUMBER <b>166-010-31</b>

PART III - PROJECT DESCRIPTION

14. GENERAL PROJECT DESCRIPTION <b>Development of a 58,261 square foot medical office building and associated parking areas.</b> <i>57,614</i>				
15. PROPOSED GENERAL PLAN <b>No Change</b>	16. PROPOSED ZONING <b>No Change</b>	17. PROPOSED LAND USE <b>Medical Office Building</b>	18. NO. UNITS <b>N/A</b>	19. DENSITY <b>N/A</b>
20. BUILDING SIZE <b>57,614 square feet</b>	21. PARKING SPACES <b>445 total spaces</b>	22. % LANDSCAPE <b>31.30%</b>	23. % LOT COVERAGE or FAR <b>15.3 % of building site area</b>	

PART IV - ATTACHMENTS

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

PART V - SIGNATURES

33. APPLICANT OR REPRESENTATIVE (Print): <b>Rich Landreth</b>	34. DATE <b>1-26-11</b>	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:	37. OWNER (Print) <b>MARY B. ANDERSON</b>	38. DATE <b>1-26-11</b>	Sign:
I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.			

**Tri-City Medical Center - Medical Office Building**  
Development Plan & Conditional Use Permit

**Description & Justification**  
*revised July 2011*

This application is for a Development Plan and Conditional Use Permit for a 57,476 square foot, three-story medical office building (MOB) located at 4002 Vista Way. The 5.13-acre site area is situated within the larger Tri-City Medical Center property and is located within the Tri-City neighborhood. The site is zoned Commercial Professional (CP), and has a corresponding General Plan Land Use designation of Professional Commercial (PC). The proposed medical office use is a permitted use for the proposed site under the current zoning and land use designations. The Conditional Use Permit is requested in order to address the proposed building height.

The Tri-City Medical Center facility, a publicly-owned hospital, is located to the north and east of the proposed development. A cluster of medical office buildings and various commercial uses are located to the west along Vista Way. An undeveloped lot previously approved for a medical office building and surgery center, independent of the hospital complex, (D-25-06; C-6-07 approved in February 2008) is also located west of a portion of the site currently proposed for development at the northwest corner of the hospital campus. Medical office and residential uses are located to the north. The Highway 78 corridor is located to the south with a large commercial area further south.

There are two separate development areas planned in conjunction with this medical office building proposal. Each development area is located within the overall parcel that contains the Tri-City Medical Center complex. The subject development areas are currently owned by the Tri-City Hospital District. The District will continue to own the property once the proposed project has been constructed. While this medical office building will not be a part of the hospital operations, it will provide complementary services and an opportunity for doctors affiliated with the hospital to have convenient medical office space in close proximity to the hospital.

There are no known development applications existing for the hospital campus that would be relevant to amend through this current application or any conditions of approval from prior projects that would be affected by development of this project.

**DEVELOPMENT PLAN**

The applicant is proposing the construction of a three-story, 57,476 square foot medical office building with associated parking areas. Proposed uses will be typical of those found in other medical office buildings, and may include physician, diagnostic and administrative space. The offices are planned to be open during standard business hours - 7 a.m. to 5:00 p.m., with staff arrivals and departures about an hour earlier or later.

There are two separate areas planned for development in conjunction with this medical office building proposal that would total 5.13 acres in size. Each development area is included within the overall 30.97 acre parcel that contains the Tri-City Medical Center complex. The southern

development area (2.99 acres) is located on the north side of Vista Way and just west of the main entrance to the hospital property. This area will house the proposed medical office building and associated parking areas. The northern development area (2.14 acres) is located at the northwest corner of the hospital parcel and will provide additional parking to support the proposed medical office building and other existing hospital facilities. The existing site areas proposed for development are currently used for staff parking in association with the hospital. Several small ancillary buildings that provide support services the hospital (file storage, facilities support, and employee training) are also located within the proposed development areas. These buildings will be demolished with their current uses being relocated and incorporated into the existing hospital facilities.

### Architecture

The building architecture and site layout for this project have been designed to fit within the existing neighborhood context and complement the surrounding architecture. There are a variety of commercial building designs and a mixture of uses along this portion of the Vista Way corridor area anchored by the hospital complex. There are also several medical office buildings and complexes located nearby. No one specific architectural style or site layout is established in this area.

The proposed architectural design is appropriate for a medical office building, utilizing contemporary materials and symmetrical form to define the structure. The design blends modern style accents, classic building lines and current medical office standards. Natural stone veneer, prominent window features with low reflective glazing, and earth-tone facade elements comprise the majority of the building. Metal window mullions, decorative horizontal aluminum banding, and decorative metal cornice features (all champagne gold in color) will be utilized as consistent architectural accent elements and will help to define the vertical organization of the building.

Tiered vertical wall elements, a metal canopy feature, and glazing that extends the height of the structure all serve to frame the main entry on the east side of the building. Similar design features are proposed at entries on the north and south sides of the building. Elongated window elements extending through the first and second stories of the building, with separate third story windows aligned vertically, are featured prominently in the facade design. These window features will provide a strong organizational design element for the building.

### Landscape Concept Plan

The proposed landscaping will complement the site layout and architectural design. Landscaping is featured prominently in both development areas - along the site perimeters, throughout both proposed parking lot areas, and with significant accent plantings adjacent to the proposed building. The front building entry is comprised of a large, stepped walkway and plaza space that is aligned radially to the entrance. Offset from the entry plaza is a patio space with outdoor table and bench seating areas that will be available to employees, patients and those waiting for patients. This passive space will be buffered from surroundings by tree and shrub landscaping and will also be utilized as an employee eating area. The employee eating area has been detailed on Sheet(s) A1.1

and L1.1. The area is 1,193 square feet in size, exceeding the 1,000 square foot minimum required by code.

Within the northern parking lot development area, existing Eucalyptus and Mexican Fan Palm trees will remain along the north and south site boundaries in addition to proposed new landscaping. Other trees will be removed from the site to allow for parking spaces and new landscape areas within and around the perimeter of the parking lot.

In the southern development area proposed for the medical office building and parking areas, landscaping within the existing parking lot will be removed to allow for the development and will be replaced by new landscaping as shown on plans. A variety of existing trees along the Vista Way frontage and western boundary of this site area will remain in place. The project is required to provide a minimum of 15% of the site area for landscaping. As proposed, the project will provide 45,648 sq. ft. of landscaping within south MOB development area and 21,982 sq. ft. of landscaping within the north parking area. A total of 67,450 sq. ft. (30.2%) of the overall site area will be comprised of landscaping.

#### Access, Circulation and Parking

The proposed medical office building will be located in the project's southern development area, and accessed at two locations from the existing main entry drive for the hospital that connects to Vista Way. The proposed layout accommodates vehicular circulation throughout this site area and also provides parking spaces conveniently located around the perimeter of the building. Pedestrian circulation has also been incorporated throughout this site area. An accessible path of travel has been provided to the building from Vista Way and areas internal to the hospital complex via sidewalks and pathways. A bus-stop turn around and shelter are also proposed in conjunction with the MOB project. The turn around would be located near the MOB site and accessed via the hospital's main entry drive from Vista Way. The final design of the turn around and shelter will be reviewed by the City of Oceanside and approved by the North County Transit District.

The project's northern development area will consist of a parking lot that will be connected via an existing driveway to adjacent circulation drives and parking areas currently supporting the hospital complex. An access drive is reserved at the parking lot's northwest corner to provide for a future connection to any development occurring on the vacant property west of this site.

Loading spaces for the project are planned to be provided via the existing main shipping and receiving area for the hospital. An agreement with the hospital, to this effect, has been provided as part of the project application. This existing loading dock and delivery area is located immediately north of the proposed medical office building site on the opposite side of the hospital entry drive. This area would provide the prescribed loading spaces as required by code.

The proposed project will remove existing parking spaces associated with the hospital complex, provide new parking areas as required for the medical office use, and replace those spaces as required for the existing hospital facilities. Required parking for the proposed building will be provided adjacent to the MOB in the southern development area, while additional required parking

spaces will be provided in the planned northern parking area. The proposed parking will function to serve the medical office use, but will also be integrated into the existing hospital complex facilities.

The parking requirement for the hospital complex (main structure and ancillary buildings) is based on the number beds and not overall square footage (1 space/1 bed). The existing ancillary buildings on the hospital campus all provide support functions and uses (human resources, administrative offices, MRI facility, security office, facilities and maintenance, training classroom, and file storage) that are typical of and included in the hospital use classification. The hospital is licensed for a maximum capacity of 397 beds (although the maximum number of beds in use are less than this) and would be required by code to provide a minimum of 397 parking spaces on-site for staff, patients, and other users. The hospital campus currently provides 1,317 parking spaces for staff and visitors, well above the 397 required.

The proposed MOB has been calculated as a separate use for parking purposes since it will be owned and operated independently of the hospital. Thus, the overall parking requirement for the hospital campus would increase based on the addition of the MOB. The MOB will be 57,476 square feet in size and would require a minimum of 288 parking spaces (1 space / 200 sq. ft.). The MOB project will remove 223 existing spaces from the hospital campus, but will provide 409 new parking spaces within the two separate development areas shown on the plans.

With the addition of the MOB the total amount of parking required for the hospital campus would be 685 spaces (Hospital @ 397 + MOB @ 288). The total parking provided for the hospital campus, including the MOB, would be 1,503 spaces - an excess of 818 spaces over the minimum code requirements. Development of the MOB project would represent a net gain of 186 spaces to the hospital campus.

#### **Hospital Campus Parking Summary**

<b>Total Existing Parking on Hospital Campus</b>	<b>1,317 spaces</b>
Total Parking Demolished for MOB Site	(-223)
Total Parking Proposed With MOB Development	409
<b>Total Parking Proposed on Hospital Campus with MOB</b>	<b>1,503 spaces</b>
Current Parking Required for Hospital Campus	397
Parking Required for proposed MOB	288
<b>Total Parking Required for Hospital Campus with MOB</b>	<b>685 spaces</b>
<b>Total Excess Over Minimum Parking Requirements</b>	<b>818 spaces</b>

#### Grading Design and Engineering

The existing grades generally fall across the project site from northwest to southeast. In creating the level areas for the building and parking areas, the site grading respects the existing,

surrounding uses and slope conditions present in both development areas for this project. The boundary of the northern development area, adjacent to existing single family homes and medical office uses, has a grading setback of approximately 20 feet, with a 2:1 cut slope down to the new parking lot area, providing an extensive (25 ft minimum) area for landscaping. The southern development area of the project will accommodate some existing steep internal grades to provide for parking and building pad areas. Several retaining walls have been proposed as part of this project, none of which exceed four (4) feet in height.

Water service for the medical office building is proposed to connect to an existing twelve-inch public water line in Vista Way. Both a domestic service line and a fire service line are provided. A six-inch sewer line will be connected to an existing eight-inch line internal to the hospital parcel running parallel to Vista Way.

### **CONDITIONAL USE PERMIT - BUILDING HEIGHT**

A Conditional Use Permit has been requested to address the maximum proposed building height of 64 feet. The maximum height allowed in the Commercial Professional zone is 50 feet. Per Section 1130(v) of the Zoning Ordinance, the maximum height of structures may be increased beyond 50 feet with approval of a Conditional Use Permit. The elevations show a height of 64 feet to the top of the architectural features and parapet at the main building entry located at the southeast corner of the structure, and 58 feet for architectural features at a secondary entry on the buildings north side. Other building elevations range to 53 feet to the top of parapet features, but are generally 50 feet or less around the remainder of the building.

This overall height is justified in helping to provide a unique and high quality architectural character for the medical office building which will be situated in a highly visible location near the main entry of the hospital campus. The increased height of the parapet would also be utilized to screen the building's roof-top mechanical equipment. The proposed height and scale of this building will blend in appropriately with its surroundings. The building will be located as part of the overall hospital campus along the busy Highway 78 corridor that is heavily developed with commercial and office uses. The building will generally be viewed against the backdrop of the much larger and taller (5-6 stories) hospital facility which is also located on higher grades. The proposed building would also be located in one of the lower elevation areas of the hospital campus and would not be visible from the nearest residential areas located near the far northwest corner of the hospital parcel. For these reasons, the proposed height of this building would not have a negative impact on its surroundings.

### **JUSTIFICATION**

The proposed Tri-City Medical Center - Medical Office Building will provide an attractive facility to the community and increase the availability of medical office space in the area. The subject property is an ideal location for this building and use due to its orientation within the overall hospital campus and its proximity to other similar medical office uses. The proposed site is also a highly accessible, central location able to easily serve local area residents.

**ATTACHMENT A  
Required Findings**

**DEVELOPMENT PLAN**

The City of Oceanside Zoning Ordinance stipulates that five specific findings must be made before a Development Plan can be approved. This proposal meets those conditions as follows:

- 1. That the site plan and physical design on the project as proposed is consistent with the purposes of the Zoning Ordinance.**

The Tri-City Medical Center - Medical Office Building will be located on a parcel designated for Commercial Professional uses. Located within the Tri-City Medical Center campus, the proposed project will provide additional medical services to the City of Oceanside in an appropriate setting. The project will also strengthen the City's economic base and create employment opportunities for residents in surrounding neighborhoods. The proposed project does not have a negative impact on surrounding neighborhoods, and therefore the proposed uses are in compliance with the Zoning Ordinance and appropriate for a site of this nature.

- 2. That the Development Plan as proposed conforms to the General Plan of the City.**

The proposed project meets all goals and objectives of the Professional Commercial land use category. The proposed medical office building is sited on the southern portion of the property, away from the existing residences to the north and is located adjacent to the existing hospital. It complies with the Commercial design policies, and with all applicable sections of each Element of the General Plan.

- 3. That the area covered by the Development Plan can be adequately, reasonably and conveniently served by existing and planned public services, utilities and public facilities.**

A professional office use is proposed on the site in compliance with the City's designated zoning and land use for this property. Existing public utilities are available to serve the development on this infill site. Technical professionals have designed this project to ensure the development will be efficiently and adequately served by appropriately sized utilities.

- 4. That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.**

Located within the Tri-City Medical Center campus, the proposed medical office building will provide additional medical services to the City of Oceanside and all of Northern San Diego County. The site is zoned for a professional commercial use and the development fits within the existing framework and scale of the surrounding community.

- 5. That the site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan, the Development Guidelines for Hillside, and Section 3039 of this ordinance.**

The subject site does not contain undevelopable land or qualifying slopes, and is therefore not subject to provisions of the Land Use Element or the Development Guidelines for Hillside in Section 3039 of the Zoning Ordinance.

#### **CONDITIONAL USE PERMIT**

The City of Oceanside Zoning Ordinance stipulates that three specific findings must be made before a Conditional Use Permit can be approved. This proposal meets those conditions as follows:

- 1. That the proposed location of the use is in accord with the objectives of the Zoning Ordinance and the purposes of the district in which the site is located.**

The Commercial Professional zone is intended to provide locations for office uses away from more intense retail environments. The location of the proposed development is in accord with the objectives of the Zoning Ordinance and is consistent with the surrounding properties in the district because it is a medical office use associated with the Tri-City Medical Center campus. The requested building height is justified in helping to provide a unique and high quality architectural character for the medical office building which will be in a highly visible location near the main entry of the hospital campus. The increased height of the parapet would also be utilized to screen the building's roof-top mechanical equipment. The proposed height and scale of this building will blend in appropriately with its surroundings.

- 2. That the proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City.**

The proposed Tri-City Medical Center - Medical Office Building will be compatible with the surrounding neighborhood. The project has been designed to be compatible with the existing design of the adjacent facilities, while taking future development into consideration. The proposed height and scale of this building will blend in appropriately with its surroundings. The building will be located as part of the overall hospital campus along the Highway 78 corridor that is heavily developed with commercial and office uses. The building will generally be viewed against the backdrop of the much larger and taller (5-8 stories) hospital facility. The proposed building would also be located in one of the lower elevation areas of the hospital campus and would not be visible from the nearest residential areas located near the far northwest corner of the hospital parcel. Overall, the

proposed medical office building will not be detrimental to the public health, safety, or welfare of persons residing or working in the neighborhood.

3. **That the proposed conditional use will comply with the provisions of the Zoning Ordinance, including any specific condition required for the proposed conditional use in the district which it would be located.**

The proposed use conforms to the provisions of the Zoning Ordinance.

**LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 3, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 5632 OF PARCEL MAPS, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 2, 1977.

APN: 166-010-31