PLANNING COMMISSION

AGENDA NO. 5

CITY OF OCEANSIDE

DATE: November 17, 2014

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF TENTATIVE PARCEL MAP (P14-00006), DEVELOPMENT PLAN (D14-00002), CONDITIONAL USE PERMIT (CUP14-00009) AND VARIANCES (V14-00005/6) TO ALLOW FOR THE DEVELOPMENT OF A 306,054-SQUARE-FOOT DISTRIBUTION CENTER, A 3,196-SQUARE-FOOT GATEWAY BUILDING, A 5,727-SQUARE-FOOT VEHICLE MAINTENANCE BUILDING AND ASSOCIATED FACILITIES ON A 38.62-ACRE SITE LOCATED ON LOTS 1-12 OF THE PACIFIC COAST BUSINESS PARK INDUSTRIAL MASTER DEVELOPMENT PLAN IN THE RANCHO DEL ORO SPECIFIC PLAN AREA - FEDEX GROUND DISTRIBUTION FACILITY – APPLICANT: SCANNELL PROPERTIES**

RECOMMENDATION

Staff recommends that the Planning Commission by motion;

(1) Approve Tentative Parcel Map (P14-00006), Development Plan (D14-00002), Conditional Use Permit (CUP14-00009) and Variances (V14-00005/6) by adopting Planning Commission Resolution No. 2014-P32 with findings and conditions of approval attached herein.

PROJECT DESCRIPTION AND BACKGROUND

Background: In October of 1980, the City of Oceanside adopted the Rancho del Oro Specific Plan which placed industrial land use and zoning designations on approximately 700 acres of land. In August of 2005, the Planning Commission approved the Pacific Coast Business Park (PCBP) Industrial Master Development Plan for a 124.31-acre site within the Specific Plan area located west of College Boulevard and south of Old Grove Road. The plan subdivided the site into 30 industrial lots and established updated development regulations for industrial uses. The PCBP project was analyzed in an Environmental Impact Report (EIR) that was certified in August of 2005.

In November of 2009, the Planning Commission approved an amendment to the PCBP Industrial Master Development Plan to reduce the allocation of industrial park land uses, increase general office uses and add 80,500 square feet of medical office uses. A

Supplemental EIR was prepared for the 2009 amendment which evaluated the change in land uses, as well as greenhouse gas emissions which were not evaluated in the prior EIR.

In 2009, the City of Oceanside acquired Lot 11 of PCBP for a future fire station. The 1.63-acre site was donated to the City by RPRN Land Company, LLC for future Fire Station No. 8. In early 2014, the City was contacted about exchanging Lot 11 for Lot 26 to accommodate a distribution facility. On August 20, 2014, the City Council approved an agreement exchanging Parcel 11 for Parcel 26.

Site Review: The 38.62-acre project site is located at the southwest corner of Avenida Del Oro and Old Grove Road within PCBP. The property is comprised of twelve vacant parcels that have been rough graded into development pads. Two roads have been constructed on-site including Windansea Street and Blacks Beach Street. Sidewalks, utilities, slopes, and some landscaping have been installed on-site.

Land uses surrounding the project site include existing and future business and industrial uses to the east, southeast, southwest, and a Post Office immediately south of the site. Multi-family residential development (Terraza Apartments) has been approved on a vacant property north and northeast of the site across Old Grove Road. Single-family housing exists north of the multi-family site.

The project site is zoned PD-1 (Rancho Del Oro Planned Development Industrial) and is designated S-1-84 (Rancho Del Oro Industrial) by the General Plan. Site development is regulated by the PCBP Industrial Master Development Plan and the Zoning Ordinance for Limited Industrial (IL). The IL regulations apply where the Master Development Plan is silent.

Project Description: The project under consideration is a request for approval to construct a distribution facility and related uses. The project application includes a Tentative Parcel Map, Development Plan, Conditional Use Permit and two Variances as described below:

Tentative Parcel Map P14-00006 represents a request to:

Consolidate Lots 1 through 12 into a single parcel to accommodate a FedEx Ground Distribution Facility. A right-of-way vacation for a portion of Windansea Street and the entirety of Blacks Beach Street is being processed separately. The roadway rights-of-way would become part of the new consolidated lot.

Development Plan D14-00002 represents a request for:

Approval to construct a 306,054-square-foot distribution facility (with ancillary office, restroom, and computer room space) in the central portion of the site; a 3,196-square-foot gateway building (for security and reception functions) in the southwestern quadrant of the site; a 5,727-square-foot vehicle maintenance building (includes a small mezzanine) in the

northern portion of the site; and associated facilities. The distribution facility would be used for small package sorting, staging, and delivery. Packages would be transported to the site via semi-tractor trailers and conveyed to delivery vans inside the facility. Customer pick-up services at the site would be limited. The facility would operate 24-hours per day year-round and would ultimately have approximately 413 employees and 584 drivers working in shifts.

Site preparation would include the demolition of existing roads, sidewalks, and gutters although sidewalks and gutters immediately off-site along Avenida Del Oro and Old Grove Road would be retained. On-site wet and dry utilities would be removed in whole or part. Grading would include 165,000 cubic feet of balanced cut and fill to create building footprints, parking areas, drive aisles, and four bio-retention basins. Portions of existing perimeter slopes would be retained, and new slopes and retaining walls would be constructed to transition between grades.

Access to the site would be from a new driveway off of Avenida Del Oro in the southeast quadrant of the site. A gated emergency access driveway would be provided approximately 1,400 feet north of the primary access point, off of Avenida Del Oro. A 630-space automobile parking lot would be provided south of the distribution facility. Truck parking would be accommodated in a parking lot north of the distribution facility and on each side of the building. Vehicular access to the site would be from the driveway, past the gateway building to the parking lots and distribution facility.

An existing 3 to 4-foot-high stucco wall along Avenida Del Oro would be retained. A new 8-foot-high split faced block sound/screen wall would be constructed along the north, northeast, and northwest limits of development to screen operations and noise from residential development to the north and northeast. Decorative metal fencing would be provided at various locations on-site and landscaping, including shade trees, accent trees, shrubs, and ground covers would be provided as shown on the landscape plan.

Conditional Use Permit CUP14-00009 represents a request to:

Allow a truck terminal in the IL zone. The project is considered a trucking terminal because it includes a facility in which freight is brought in by truck and transferred for routing and shipment. The IL zone (Section 1320) permits trucking terminals with a conditional use permit.

Variance V14-00005 represents a request to:

Allow building wall length in excess of 200 feet. The IL Zone (Section 1330) requires building elements above 36 feet to include a recess or offset measuring at least 20 feet in depth and one-quarter of the building in length for every 200 feet. The Zoning Ordinance acknowledges this may be waived for industrial facilities. The proposed distribution facility includes 39-foot-high building walls up to 1,008 feet in length. Due to specific loading and unloading processes, material handling requirements and

equipment needs, recesses cannot be provided without sacrificing the functionality of the facility.

Variance V14-00006 represents a request to:

Allow retaining wall height in excess of 3.5 feet in the front yard setback. The proposed project includes retaining walls in several locations to transition between grades. A portion of one retaining wall in the southeastern quadrant of the site near the driveway and Avenida Del Oro extends into the front yard setback. The wall would be 7 feet in height where 3.5 feet is permitted (Section 3040). The retaining wall is needed to stabilize a slope between the driveway and the automobile parking lot and would be landscaped and irrigated as required by the Code.

ANALYSIS

KEY PLANNING ISSUES

1. GENERAL PLAN CONFORMANCE

As outlined above, the General Plan Land Use Map designation on the subject property is Rancho Del Oro Specific Plan S-1-84 which designates the site for industrial uses. The proposed project would be consistent with this designation and the goals and objectives of the City's General Plan as follows:

A. Land Use Element

Section 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 use 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 proposed FedEx Ground Distribution Facility would be consistent with industrial uses anticipated by the General Plan and Rancho Del Oro Specific Plan. The General Plan and Specific Plan have planned for a balanced distribution of land uses and conformance with the plans will assist in achieving that balance. The project would benefit the community by fostering economic activity through an increased tax base and the provision of approximately 997 permanent jobs which in turn would generate an increased demand for commercial services and housing in the local area.

Section 1.12: Land Use Compatibility

Objective: To minimize conflicts with adjacent or related land uses.

Policy A: Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.

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

Policy C: The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor exposure of toxic, radioactive or dangerous materials.

The proposed distribution center would be compatible with the existing Post Office to the south and existing and planned industrial development to the east, southeast, and southwest. Land immediately north and northeast of Old Grove Road is currently vacant and approved for multi-family residential development. Residential uses would be adequately buffered from the site by an 8-foot sound screen wall, distance, and topography. Noise and lighting studies prepared for the project indicate that the project would not produce objectionable noise or light on surrounding properties. In addition, the project would not generate toxic or dangerous emissions.

Section 2.12: Light Industrial

Objective: To provide and protect industrial lands that can accommodate a wide range of moderate to low intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures.

Policy B: Light Industrial uses shall be restricted to uses generally engaged in the manufacturing, assembly, packaging, fabrication, and processing of components into finished products rather than the conversion of raw materials. Industrial activity shall be conducted primarily within structures and outside storage areas and assembly activities shall be limited.

Policy D: Light Industrial developments shall place its emphasis on presenting an efficient, clean, and visually appealing industrial environment. Architectural, landscape, signage, and development standards shall be coordinated to provide for unified site design.

Policy E: Each industrial use shall provide attenuating structures, devices, and procedures to insure that noise, vibration, glare, odors, heat, and other

emissions are not perceptible outside its boundaries by the natural senses.

Policy F: All storage, assembly and parking areas and equipment shall be completely screened from view. Mechanical equipment, vents, stacks, apparatus, antennae, and other appurtenant items shall be incorporated into the total design of structures in a visually attractive manner or shall be entirely enclosed and screened from view.

The project would involve the sorting, staging, and delivery of pre-packaged items and would not involve the conversion of raw materials. The majority of project operations and storage would be conducted indoors. The project would have a unified site design and would include landscaping and signage in conformance with City requirements. Proposed buildings would include a unified color pallet including grey, green, beige, and ivory with accenting silver features. The project would include an 8-foot-high sound screen wall to shield noise and views of the site from the north and northeast, and any noise, vibration, glare, odor, heat, or other emissions from the project would not impact surrounding properties. Storage, assembly, equipment, and antennae would be enclosed or screened from view. Parking areas would not be completely shielded but views of parking areas from the most sensitive receptors (residences) to the north and northeast would be screened.

2. ZONING COMPLIANCE

The proposed project site is zoned PD-1 and is subject to the PCBP Industrial Master Development Plan and IL zone for permitted uses and development regulations. The IL Zone permits trucking terminals with a conditional use permit. The requirement for a conditional use permit requirement allows for closer consideration of the siting and layout of proposed uses, as well as consideration of a project's effects on surrounding properties. As outlined above, the site is considered appropriate for the proposed FedEx Ground Distribution Facility and the project would be separated and screened from sensitive residential uses to the north and northeast.

The following table summarizes project conformance with applicable development regulations:

Development Standard	Requirement (per the PCBP Industrial Master Plan and/or IL Zone)	Proposed Project
Minimum Lot Size	20,000 sq. ft.	38.62 acres
Maximum Lot Coverage	75%	18.7%
Maximum Floor Area Ratio (FAR)	1.0	0.187

Maximum Structure Height	80 ft	39 ft
Minimum Front Building Setback	15 ft	113 ft
Minimum Corner Side Building Setback	15 ft	800 ft
Minimum Rear Building Setback	15 ft	220 ft
Minimum Parking (auto)	210	630
Minimum Site Landscaping	15%	29%
Maximum Retaining Wall Height within Setbacks	3.5' front yard; 8.0' other yards	7.0' retaining wall in front yard*
Required Building Wall Offset	20 ft deep and one quarter building length recess every 200 ft	Maximum building length without offset of 992 ft*

**Requires a variance*

The table above indicates that the proposed project would be less intense than what would be allowed on the project site. The project would include significantly greater setbacks and almost twice as much landscaping as required by the Zoning Ordinance. The project would also include three times as much automobile parking as required by the zoning code, because of overlapping work shifts and drivers needing to park their personal vehicles at the site while they make deliveries in FedEx vans.

As previously identified, the proposed project includes two variances from the development regulations of the IL zone for building wall offset and retaining wall height within a setback. The first variance from building wall offset requirements is needed due to operations within the distribution facility and would not adversely affect surrounding areas. The second variance is needed for a retaining wall in the front yard setback that would help transition between grades near the entrance of the project site. The wall would be landscaped which would soften its visual effect from surrounding areas. Staff feels proposed variances are reasonable and that landscaping and building materials would help reduce any adverse effects on aesthetics/views.

The PCBP Industrial Master Development Plan requires that development plans be approved by the PCBP Architectural Review Committee. On August 12, 2014, the PCBP Architectural Review Committee approved the proposed FedEx Ground Distribution Facility.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), the City of Oceanside acting as Lead Agency caused to be prepared an Environmental Addendum to the 2005 PCBP Master Plan EIR and the 2009 PCBP Master Plan Supplemental EIR. The Addendum establishes that the proposed project would not result in any new impacts or any increase in the severity of any impacts addressed in the PCBP EIR/SEIR.

PUBLIC NOTIFICATION

Pursuant to Article 41 of the Oceanside Zoning Ordinance, legal notice was published in the Union Tribune – North County and notices were sent to property owners of record within a 300-foot radius of the subject property, to individual organizations requesting notification, to all persons and agencies that provided written comments, and to the applicant. As of the date of completion of this staff report, no letters opposing the subject project have been received.

SUMMARY

Staff has determined that the proposed FedEx Ground Distribution Facility, as conditioned, is consistent with all of the required findings for issuance of the requisite entitlements. Staff recommends that the Planning Commission by motion:

(1) Approve Tentative Parcel Map (P14-00006), Development Plan (D14-00002), Conditional Use Permit (CUP14-00009) and Variances (V14-00005/6) by adopting Planning Commission Resolution No. 2014-P32 with findings and conditions of approval attached herein.

PREPARED BY:

Mary P. Wright
Planning Consultant

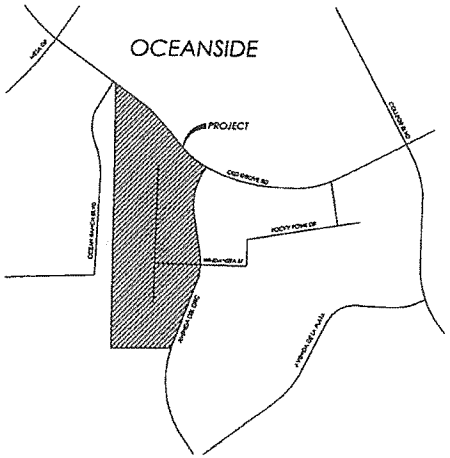
SUBMITTED BY:

Marisa Lundstedt
City Planner

Attachments:

1. Site Plans and Elevations
2. Planning Commission Resolution No. 2014-P32
3. Environmental Addendum
4. August 12, 2014 Prologis Letter Approving the Project on Behalf of the PCBP Architectural Review Committee
5. Other Attachments (Application page, Description and Justification, Legal Description)

TENTATIVE PARCEL MAP (P14-00006)
DEVELOPMENT PLAN (D14-00002)
CONDITIONAL USE PERMIT (CUP14-00009)



VICINITY MAP
N.T.S.

NORTH

PROJECT TEAM

APPLICANT:
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CHRIS MILLER
INDIANAPOLIS, INC
(317) 218-1667
CHRIS@SCANNELLPROPERTIES.COM

APPLICANT'S REPRESENTATIVE:
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SAN DIEGO, CA 92101
619-744-0142
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760-931-8700
RHOLLOWAY@BHAINCSD.COM

ARCHITECT:
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15231 ALTON PARKWAY, #100
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949-341-0920
DENNIS@RGA-ARCHITECTS.COM

DRY UTILITIES/ELECTRICAL ENGINEER:
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SFIEDLER@DBF-ASSOCIATES.COM

AIR QUALITY/GREENHOUSE GAS:
SCIENTIFIC RESOURCE ASSOCIATES
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DRUSSELL@CHRISTIANWHEELER.COM

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Kimley»Horn

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RGA

FED EX GROUND - OCEANSIDE

AVENIDA DEL ORO @ OLD GROVE ROAD
OCEANSIDE, CALIFORNIA

REVISIONS

March 3, 2014

June 4, 2014

August 23, 2014

Final Deliverable: Oct. 23, 2014

Scale

Project No. 095671002 –

Sheet

CV-01

SITE DEVELOPMENT PLAN
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

LEGEND

PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING CENTER LINE
EXISTING CURB & GUTTER
EX. CONTOUR MAJOR
EX. CONTOUR MINOR
PROPOSED SPOT ELEVATION (5432)
PROPOSED SIDEWALK
PROPOSED SEWER CLEANOUT
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN
PROP DRIVEWAY APRON
PROPOSED CURB & GUTTER
PROPOSED STORM DRAIN
PROPOSED JOINT TRENCH (JT)
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED ADA PATH OF TRAVEL
PROPOSED PICNIC/EMPLOYEE EATING AREA
RETAINING WALL (PLANTABLE IF OVER 4' TALL)
SOUNDWALL

PUBLIC UTILITIES

WATER SUPPLY	CITY OF OCEANSIDE
SEWER	CITY OF OCEANSIDE
STORM DRAIN	CITY OF OCEANSIDE
GAS & ELECTRIC	S.D.G.&E.
TELEPHONE	AT&T
FIRE	CITY OF OCEANSIDE
POLICE	CITY OF OCEANSIDE
SCHOOLS	OCEANSIDE UNIFIED SCHOOL DISTRICT
CABLE	COX CABLE

SITE DATA

BUILDING (S.F. AREA)

DISTRIBUTION AREA / P & D	291,172 SF
GENERAL OFFICE	10,333 SF
REMOTE OFFICE	1,338 SF
REMOTE TOILET ROOMS	237 SF
LINEHAUL OFFICE	1,925 SF
COMPUTER ROOM	1,031 SF
TOTAL	306,054 SF
GATEWAY BUILDING	3,198 SF
VEHICLE MAINTENANCE GARAGE	5,727 SF

PARKING (SPACES)

AUTOMOBILE TOTAL	829 SPACES
STANDARD	618 SPACES
HANDICAP	13 SPACES
MOTORCYCLE PARKING	9 SPACES
28' TRAILER	199 SPACES
LONG TRAILER	169 SPACES
TRACTOR	57 SPACES
DOLLY STORAGE	57 SPACES
HD VAN STAGING	67 SPACES
INBOUND PARKING	13 SPACES
DEADLINE PARKING	10 SPACES

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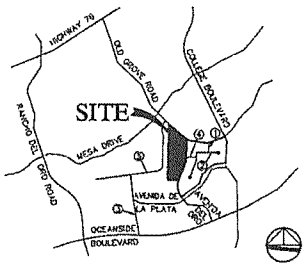
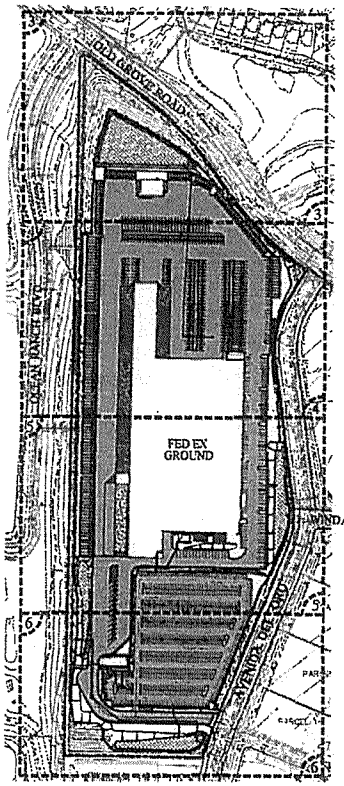


VICINITY MAP
NO SCALE

① TRESTLES STREET
② ROCKY POINT DRIVE
③ CORPORATE CENTER
④ WINDANSEA STREET
⑤ OCEAN RANCH BLVD.



200' 100' 0' 200' 400' 600'
SCALE: 1" = 200'

KEY MAP

OWNER:

PARCELS 1-10 & 12
AMB DFS PACIFIC COAST, LLC
1777 CENTER COURT DR., SUITE 100
CERRITOS, CA 90703

PARCEL 11
CITY OF OCEANSIDE
300 NORTH COAST HIGHWAY
OCEANSIDE, CA 92054

DEVELOPER:

SCANNELL PROPERTIES
800 E. 96TH STREET, SUITE 175
INDIANAPOLIS, IN 46210

ENGINEER OF WORK:

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

RONALD L. HOLLOWAY — DATE 8/3/2014
RCE 29271

LEGAL DESCRIPTION:

PARCELS 1-12 OF PARCEL MAP NO. 20308, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 24, 2007 AS FILE NO. 2007-0494308, OFFICIAL RECORDS AND BLACKS BEACH ST. AND A PORTION OF WINDANSEA ST.

GENERAL NOTES:

1. TOTAL SITE ACREAGE: 38.81 AC
2. ZONING: PD-I PDO SPECIFIC PLAN
3. EXISTING GENERAL PLAN DESIGNATION: RDO SPECIFIC PLAN
   PROPOSED GENERAL PLAN DESIGNATION: RDO SPECIFIC PLAN
4. EXISTING LAND USE: VACANT
   PROPOSED LAND USE: DISTRIBUTION FACILITY
5. TOTAL NUMBER OF PARCELS: 1 (12 EXISTING PARCELS TO BE MERGED TO 1 PARCEL)
6. ASSESSOR'S PARCEL NUMBER: 161-512-11 THRU 22
7. NEIGHBORHOOD PLANNING AREA: NV/RANCHO DEL ORO

GENERAL DESIGN NOTES:

1. ALL STREET DESIGNS CONFORM TO THE CITY OF OCEANSIDE DESIGN STANDARDS AND AS REQUIRED BY THE CITY OF OCEANSIDE ENGINEER.
2. ONSITE SEWER TO BE PRIVATE. ONSITE WATER TO BE PUBLIC.
3. ALL PROPOSED UTILITIES TO BE UNDERGROUND.
4. SLOPE RATIOS SHALL BE 2:1 MAX.
5. CONTOUR INTERVAL IS 1'.
6. GRADING QUANTITIES: CUT: 165,000 C.Y. FILL: 165,000 C.Y. EXPORT: 0 C.Y.
7. SETBACKS:

	AVENIDA DEL ORO	OLD GROVE ROAD	INTERNAL PROP. LINE
FRONT:	15'	15'	15'
CORNER SIDE:	15'	15'	15'
REAR:	15	15'	15'
PARKING:	10'	10'	10'

8. PERCENT OF PROJECT IN STREETS/PARKING: 48.7%
9. LANDSCAPE AREA REQUIRED: 15%
   LANDSCAPE AREA PROPOSED: 29%
10. SOURCE OF TOPOGRAPHY: FLOWN TOPOGRAPHY
    SAN-LO AERIAL SURVEYS/ GRADING PLAN DWG. NO. 2597
    12-04-03
    TOPOGRAPHY FIELD VERIFIED IN 2014
11. PROJECT IS NOT WITHIN A 100 YEAR FLOOD PLAIN.
12. REFER TO HYDROLOGY AND HYDRAULIC REPORT PREPARED BY BHA INC. DATED: FEBRUARY, 2014
13. REFER TO STORMWATER MITIGATION PLAN PREPARED BY BHA INC. DATED: FEBRUARY, 2014
14. REFER TO RECOMMENDATIONS AND SPECIFICATIONS SET FORTH IN SOILS AND GEOLOGICAL REPORTS BY CHRISTIAN WHEELER ENGINEERING, DATED: JULY 21, 2006 UPDATED: MARCH 8, 2014
15. ALL STREETS LESS THAN 32 FEET WIDE SHALL BE POSTED "NO PARKING FIRE LANE" PER VEHICLE CODE SECTION 22500.1 AND IN ACCORDANCE WITH THE FIRE DEPARTMENT STANDARD GUIDELINES FOR EMERGENCY ACCESS.

RELATED PLAN'S & REFERENCE DRAWINGS		DATE OF PREPARATION: 8-25-14		
DWG. NO.	DESCRIPTION	REVISIONS	DESCRIPTION	DATE
PM 20308	PCDP PARCEL MAP	1	REVISED PARKING EAST SIDE, ADDED CURB ISLANDS FOR FIRE APPURTENANCES	8/12/14
DWG. 2597	GRADING PLAN – PCDP			
R-13516	IMPROVEMENT PLAN – ST, SEWER, WATER			
R-13785	STORM DRAIN I.P.			
8-17-04	PCDP			

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SITE DEVELOPMENT PLAN:
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

C1

SHEET 1 OF 15

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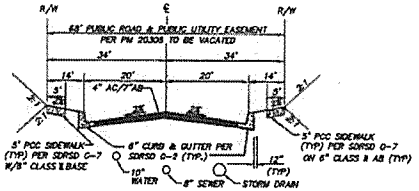
FIRE DEPARTMENT/FIRE PREVENTION

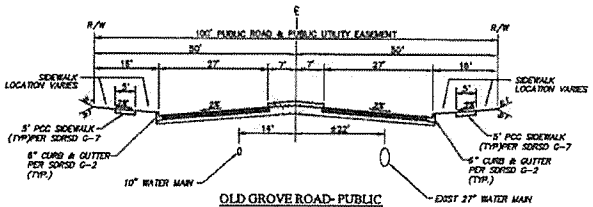
1. A MINIMUM FIRE FLOW OF 3000 GALLONS PER MINUTE SHALL BE PROVIDED.
2. THE SIZE OF FIRE HYDRANT OUTLETS SHALL BE 2-1/2" X 2-1/2" X 4".
3. ALL PROPOSED AND EXISTING FIRE HYDRANTS 400 FEET OF THE PROJECT SHALL BE SHOWN ON THE SITE PLAN.
4. THE FIRE HYDRANTS SHALL BE INSTALLED AND TESTED PRIOR TO PLACING ANY COMBUSTABLE MATERIALS ON THE JOB SITE.
5. PROVIDE ON-SITE HYDRANTS(S) AND MAINS CAPABLE OF SUPPLYING THE REQUIRED FIRE FLOW.
6. DETAILED PLANS OF UNDERGROUND FIRE SERVICE MAINS SHALL BE SUBMITTED TO THE OCEANSIDE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.
7. BLUE HYDRANT IDENTIFICATION MARKERS SHALL BE PLACED AS PER OCEANSIDE'S ENGINEERS DESIGN AND PROCESSING MANUAL STANDARD DRAWING NO. M-13.
8. ALL WEATHER ACCESS ROADS SHALL BE INSTALLED AND MADE SERVICABLE PRIOR TO AND DURING TIME OF CONSTRUCTION. SEC. 902. UNIFORM FIRE CODE.
9. A FIRE APPARATUS ACCESS ROAD SHALL BE PROVIDED TO WITHIN 150 FEET OF ALL EXTERIOR WALLS OF THE FIRST FLOOR OF THE BUILDING. THE ROUTE OF THE FIRE APPARATUS ACCESS ROAD SHALL BE APPROVED BY THE FIRE DEPARTMENT. THE 150 FEET IS MEASURED BY MEANS OF AN UNOBSTRUCTED ROUTE AROUND THE EXTERIOR OF THE BUILDING.
10. FIRE DEPARTMENT EMERGENCY ACCESS MUST NOT EXCEED 15 PERCENT.
11. WHEN FIRE SPRINKLER SYSTEMS ARE REQUIRED IN BUILDINGS OF UNDETERMINED USE, THEY SHALL HAVE A SPRINKLER DENSITY OF .33 GPM/SQ.FT WITH A MINIMUM DESIGN AREA OF 2,000 SQUARE FEET.
12. BUILDINGS SHALL MEET OCEANSIDE SPRINKLER ORDINANCE IN EFFECT AT THE TIME OF BUILDING PERMIT APPLICATION.
13. IN ACCORDANCE WITH THE UNIFORM FIRE CODE SEC. 901.1.4.4, APPROVED ADDRESSES FOR COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL OCCUPANCIES SHALL BE PLACED ON THE STRUCTURE IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THEIR BACKGROUND.
14. MULTI-TENANT BUILDINGS REQUIRE IDENTIFICATION ON THE REAR EXIT DOORS WITH INDIVIDUAL SUITE NUMBERS.
15. COMMERCIAL BUILDINGS AND MULTI-FAMILY DWELLINGS REQUIRE 6-INCH ADDRESS NUMBERS.
16. INDUSTRIAL BUILDINGS REQUIRE 12-INCH ADDRESS NUMBERS.
17. PLANS SHALL BE SUBMITTED TO THE FIRE PREVENTION BUREAU FOR PLAN CHECK REVIEW AND APPROVAL PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
18. BUILDINGS SHALL MEET OCEANSIDE FIRE DEPARTMENTS CURRENT ADOPTED CODES AT THE TIME OF BUILDING PERMIT APPLICATION.

WATER UTILITY NOTES

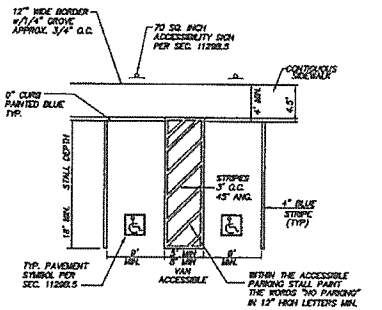
1. ALL PUBLIC WATER AND/OR SEWER FACILITIES NOT LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE PROVIDED WITH EASEMENTS SIZED ACCORDING TO THE ENGINEERS MANUAL. EASEMENTS SHALL BE CONSTRUCTED FOR ALL WEATHER ACCESS.
2. NO TREES, STRUCTURES OR BUILDING OVERHANG SHALL BE LOCATED WITHIN ANY WATER OR WASTEWATER UTILITIES LOCATED ON PRIVATE PROPERTY.
3. THE PROPERTY OWNER WILL MAINTAIN PRIVATE WATER AND WASTEWATER UTILITIES LOCATED ON PRIVATE PROPERTY.
4. A SEPERATE IRRIGATION METER AND APPROVED BACKFLOW PREVENTION DEVICE IS REQUIRED.
5. THE DEVELOPER SHALL CONSTRUCT A PUBLIC RECLAMATION WATER SYSTEM THAT WILL SERVE EACH LOT AND OR PARCELS THAT ARE LOCATED IN THE PROPOSED PROJECT IN ACCORDANCE WITH THE CITY OF OCEANSIDE ORDINANCE NO. 91-15. THE PROPOSED RECLAMATION WATER SYSTEM SHALL BE LOCATED IN THE PUBLIC RIGHT-OF-WAY OR IN A PUBLIC UTILITY EASEMENT.
6. A WATER AND SEWER STUDY MUST BE PREPARED BY THE DEVELOPER AT THE DEVELOPERS EXPENSE, AND REVIEWED AND APPROVED BY THE WATER UTILITIES DEPARTMENT. OFFSITE SEWER IMPROVEMENTS WILL BE REQUIRED BASED ON THE CITY DEPTH OF FLOW CRITERIA.
7. WATER SERVICES AND SEWER LATERALS CONSTRUCTED IN EXISTING RIGHT-OF-WAY LOCATIONS ARE TO BE CONSTRUCTED BY APPROVED AND LICENSED CONTRACTORS AT DEVELOPERS EXPENSE.
8. THE DEVELOPER WILL BE RESPONSIBLE FOR DEVELOPING ALL WATER AND SEWER UTILITIES NECESSARY TO DEVELOP THE PROPERTY. ANY RELOCATION OF WATER AND/OR SEWER UTILITIES IS THE RESPONSIBILITY OF THE DEVELOPER AND SHALL BE DONE BY AN APPROVED LICENSED CONTRACTOR AT THE DEVELOPERS EXPENSE.
9. ALL LOTS WITH A FINISH PAD ELEVATION LOCATED BELOW THE ELEVATION AT THE NEXT UPSTREAM MANHOLE COVER OF THE PUBLIC SEWER SHALL BE PROTECTED FROM BACKFLOW OF SEWAGE BY INSTALLING AND MAINTAINING AN APPROVED TYPE OF BACK WATER VALVE, PER THE UNIFORM PLUMBING CODE (U.P.C.).
10. AN INSPECTION MANHOLE DESCRIBED BY THE CITY'S ENGINEERING MANUAL, SHALL BE INSTALLED IN EACH BUILDING SEWER LATERAL AND THE LOCATION SHALL BE CALLED OUT ON THE APPROVED IMPROVEMENT PLANS.
11. WATER AND WASTEWATER BUY-IN FEES AND THE SAN DIEGO COUNTY WATER AUTHORITY FEES ARE TO BE PAID TO THE CITY AND COLLECTED BY THE WATER UTILITIES DEPARTMENT AT THE TIME OF BUILDING PERMIT ISSUANCE.
12. ALL WATER AND WASTEWATER CONSTRUCTION SHALL CONFORM TO THE MOST RECENT EDITION OF THE CITY OF OCEANSIDE ENGINEERS MANUAL OR AS APPROVED BY THE WATER UTILITIES DIRECTOR.



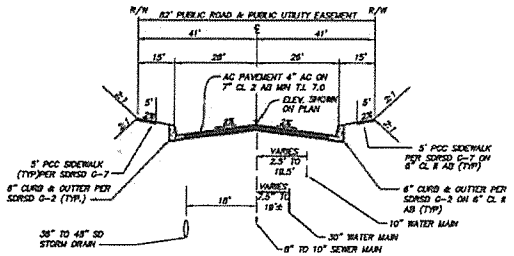
BLACKS BEACH STREET- PUBLIC
WINDANSEA STREET- PUBLIC
(EXISTING)
NO SCALE
(RIGHT OF WAY TO BE VACATED & IMPROVEMENTS TO BE REMOVED)



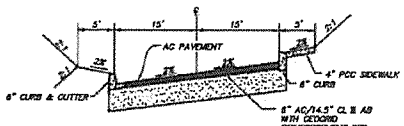
OLD GROVE ROAD- PUBLIC
(EXISTING)
NO SCALE
IMPROVEMENT PLANS R-13816



DISABLED PARKING DETAIL (TYP)
NO SCALE



AVENIDA DEL ORO- PUBLIC
(EXISTING)
NO SCALE
IMPROVEMENT PLANS R-13816



ENTRY ROAD-PRIVATE
NO SCALE

C2

DATE OF PREPARATION		
REVISIONS	DESCRIPTION	DATE

bHA Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE 'L'
CARLSBAD, CA. 92008-4387
(760) 931-8700

SITE DEVELOPMENT PLAN:
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 2 OF 15

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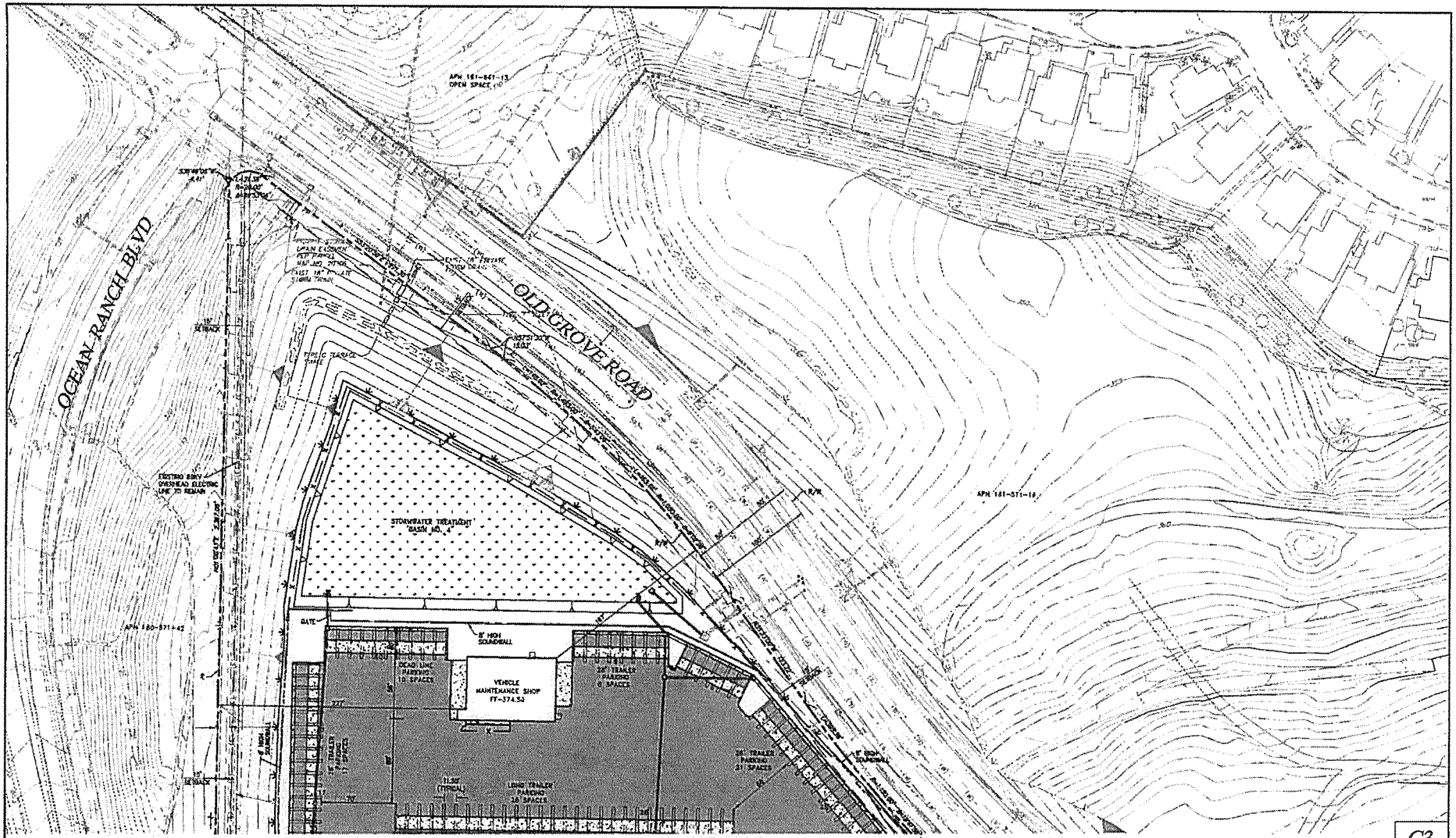

C3

SCALE: 1" = 40'

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

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5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

SITE DEVELOPMENT PLAN:
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 3 OF 15

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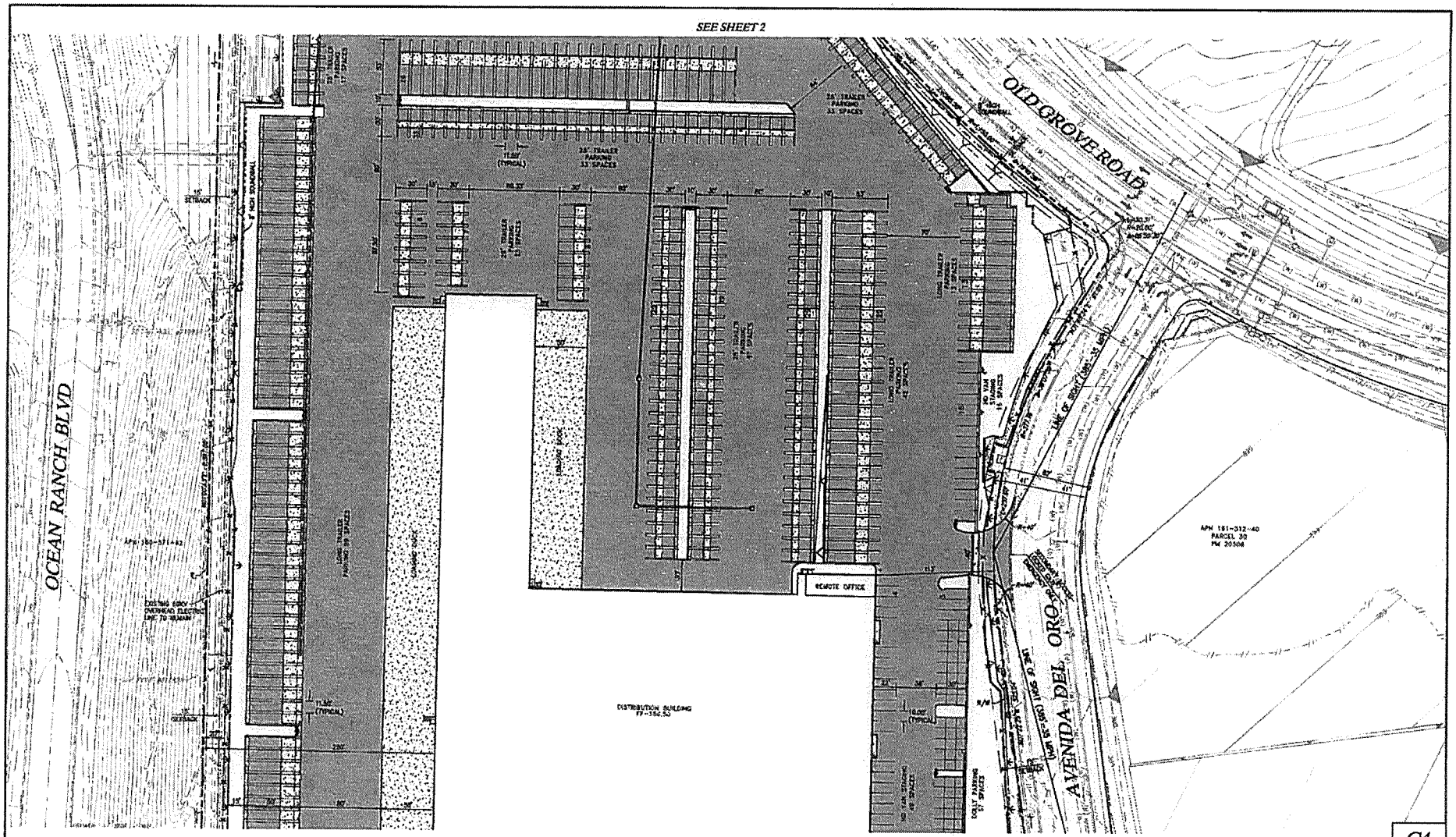

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

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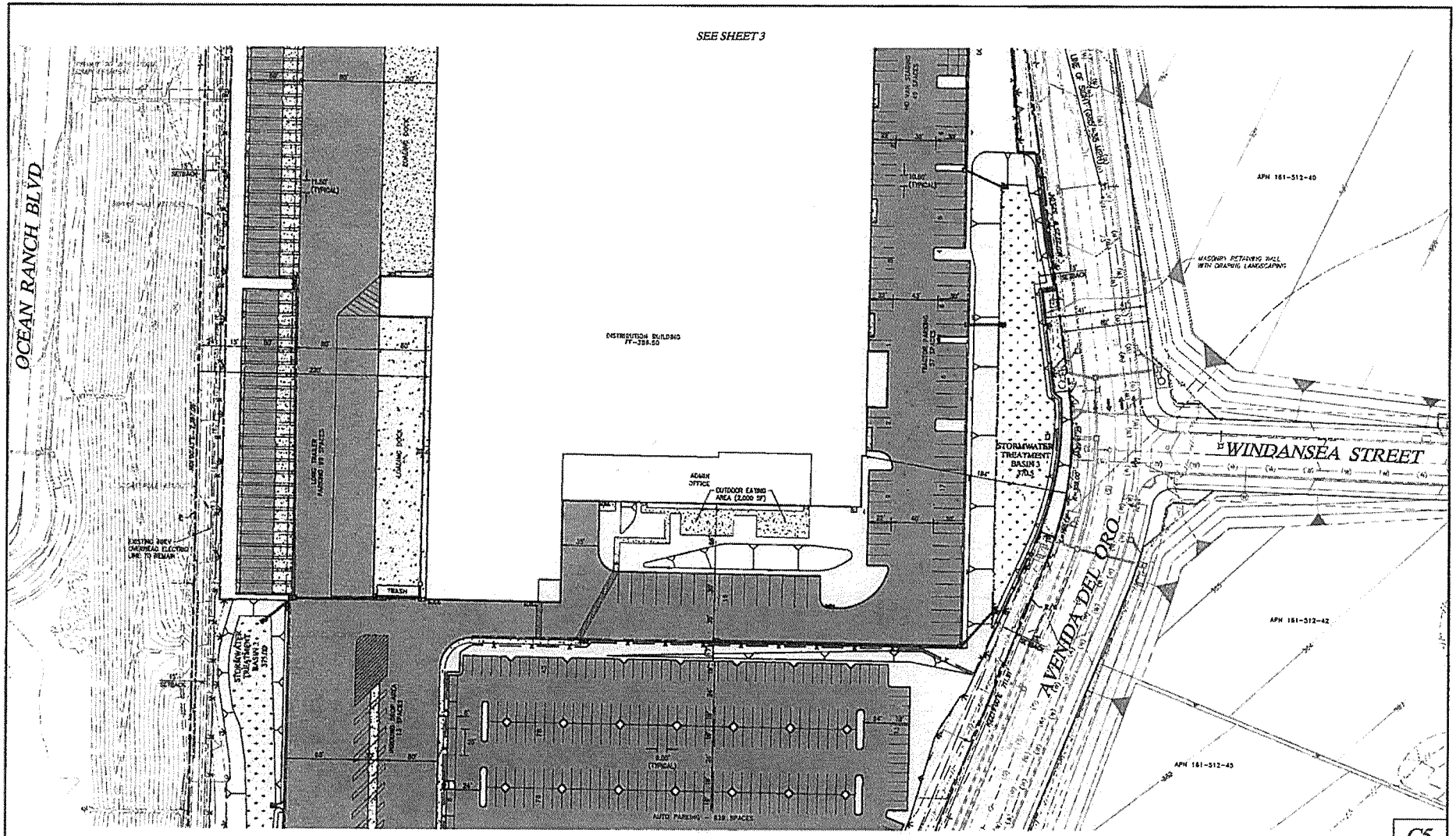
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

SITE DEVELOPMENT PLAN
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 4 OF 15



SCALE 1" = 40'

DATE OF PREPARATION:		
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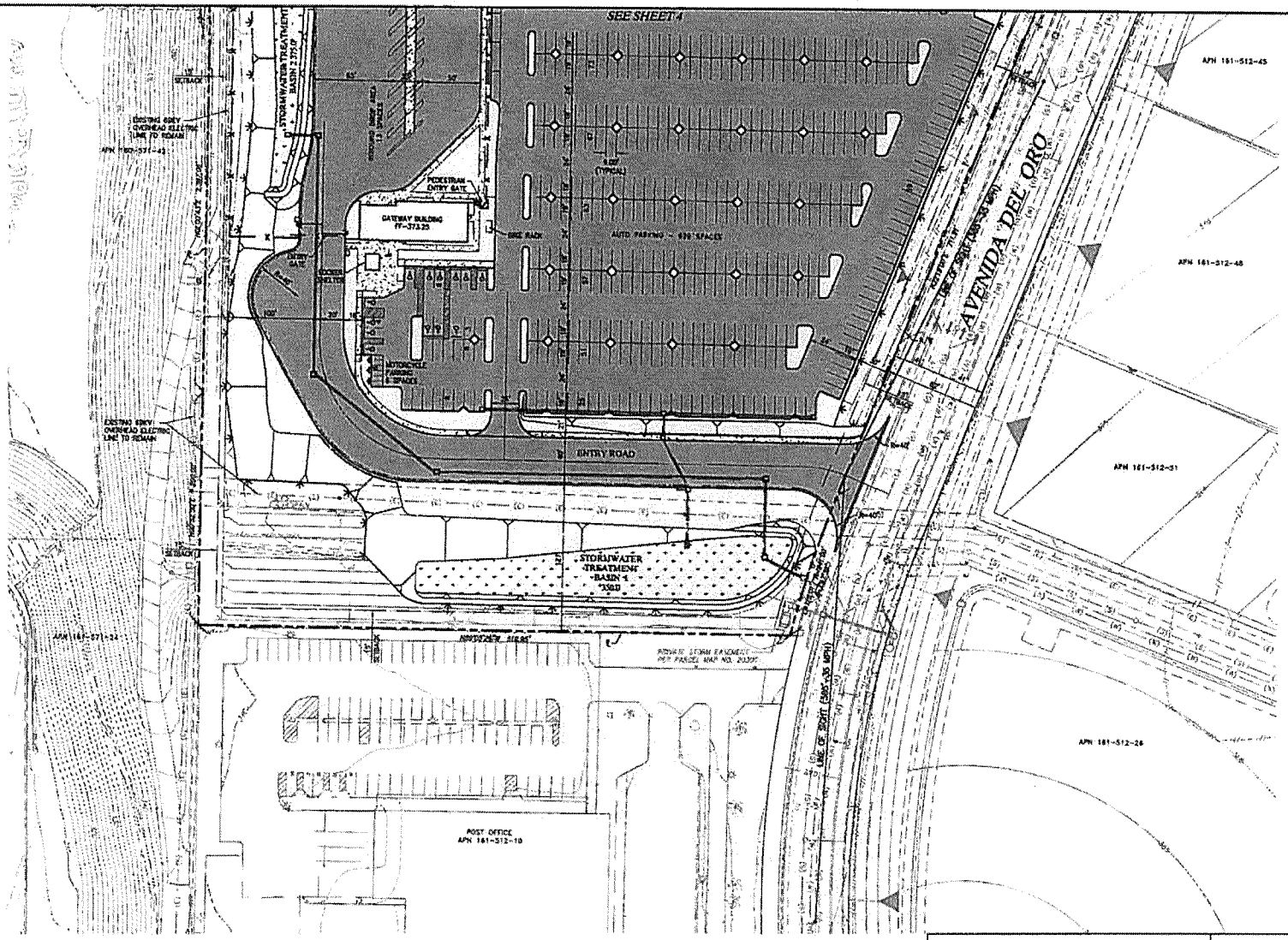
SITE DEVELOPMENT PLAN:
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 5 OF 15



C6

DATE OF PREPARATION		
REVISIONS	DESCRIPTION	DATE

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(760) 931-8700

SITE DEVELOPMENT PLAN
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 6 OF 15

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PRELIMINARY GRADING & DRAINAGE PLAN:
FED EX GROUND OCEANSIDE
PACIFIC COAST BUSINESS PARK

LEGEND

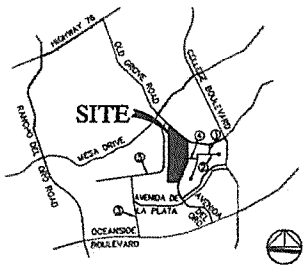
PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING CENTER LINE
EXISTING CURB & GUTTER
EX. CONTOUR MAJOR
EX. CONTOUR MINOR
PROPOSED SPOT ELEVATION (5432)
PROPOSED SIDEWALK
PROPOSED SEWER CLEANOUT
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN
PROP DRIVEWAY APRON
PROPOSED CURB & GUTTER
PROPOSED STORM DRAIN
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED ADA PATH OF TRAVEL
PROPOSED PICNIC/EMPLOYEE EATING AREA
RETAINING WALL

PUBLIC UTILITIES

WATER SUPPLY	CITY OF OCEANSIDE
SEWER	CITY OF OCEANSIDE
STORM DRAIN	CITY OF OCEANSIDE
GAS & ELECTRIC	S.D.G.&E.
TELEPHONE	AT&T
FIRE	CITY OF OCEANSIDE
POLICE	CITY OF OCEANSIDE
SCHOOLS	OCEANSIDE UNIFIED SCHOOL DISTRICT
CABLE	COX CABLE

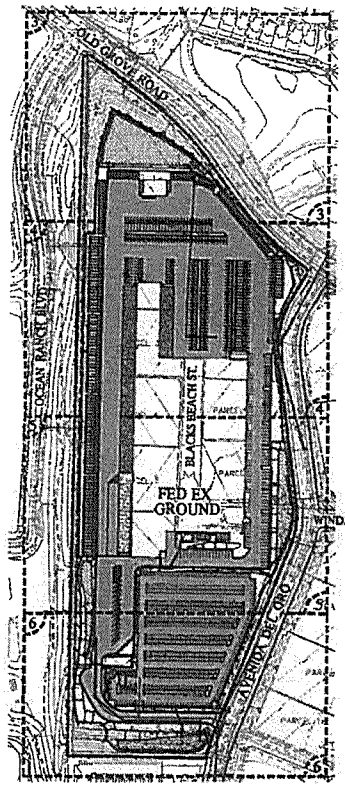
SHEET INDEX

SHEET 1 – TITLE SHEET
SHEET 2 – NOTES/DETAILS
SHEET 3 – GRADING & DRAINAGE PLAN
SHEET 4 – GRADING & DRAINAGE PLAN
SHEET 5 – GRADING & DRAINAGE PLAN
SHEET 6 – GRADING & DRAINAGE PLAN
SHEET 7 – SWMP-BMP EXHIBIT



VICINITY MAP
NO SCALE

1 TRESTLES STREET
2 ROCKY POINT DRIVE
3 CORPORATE CENTER
4 WINDANSEA STREET
5 OCEAN RANCH BLVD.



KEY MAP

OWNER:

PARCELS 1-10 & 12
AMB DFS PACIFIC COAST, LLC
1777 CENTER COURT DR., SUITE 100
CORRITOS, CA 90703

PARCEL 11
CITY OF OCEANSIDE
300 NORTH COAST HIGHWAY
OCEANSIDE, CA 92054

DEVELOPER:

SCANNELL PROPERTIES
800 E. 96TH STREET, SUITE 175
INDIANAPOLIS, IN 46210

ENGINEER OF WORK:

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

9/25/2014
RONALD L. HOLLOWAY DATE
RCE 29271

LEGAL DESCRIPTION:

PARCELS 1-12 OF PARCEL MAP NO. 20305, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY JULY 24, 2007 AS FILE NO. 2007-0484108, OFFICIAL RECORDS AND BLACKS BEACH ST. AND A PORTION OF WINDANSEA ST.

GENERAL NOTES:

1. TOTAL SITE ACREAGE: 38.81 AC
2. TOTAL NUMBER OF PARCELS: 1
3. ASSESSOR'S PARCEL NUMBER: 161-612-11 THRU 22

GENERAL DESIGN NOTES:

1. ALL STREET DESIGNS CONFORM TO THE CITY OF OCEANSIDE DESIGN STANDARDS AND AS REQUIRED BY THE CITY OF OCEANSIDE ENGINEER.
2. SLOPE RATIOS SHALL BE 2:1 MAX.
3. CONTOUR INTERVAL IS 1'.
4. GRADING QUANTITIES: CUT: 185,000 C.Y.
   FILL: 185,000 C.Y. EXPORT: 0 C.Y.
5. SOURCE OF TOPOGRAPHY: FLOOR TOPOGRAPHY
   SAN-LO AERIAL SURVEYS/ GRADING PLAN DWG. NO. 2587
   12-04-03
   TOPOGRAPHY FIELD VERIFIED IN 2014
6. PROJECT IS NOT WITHIN A 100 YEAR FLOOD PLAIN.
7. REFER TO HYDROLOGY AND HYDRAULIC REPORT PREPARED BY BHA INC. DATED: FEBRUARY, 2014
8. REFER TO STORMWATER MITIGATION PLAN PREPARED BY BHA INC. DATED: FEBRUARY, 2014
9. REFER TO RECOMMENDATIONS AND SPECIFICATIONS SET FORTH IN SOILS AND GEOLOGICAL REPORTS BY CHRISTIAN WHEELER ENGINEERING. DATED: JULY 21, 2008
10. ALL STREET IMPROVEMENTS WITHIN BLACKS BEACH ST. AND THE PORTION OF WINDANSEA ST. WEST OF AVENIDA DEL ORO ARE TO BE REMOVED PRIOR TO GRADING. SEE SITE PLAN FOR DEMOLITION PLANS.

C12

RELATED PLAN'S & REFERENCE DRAWINGS		DATE OF PREPARATION:		
DWG. NO.	DESCRIPTION	REVISIONS	DESCRIPTION	DATE

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN:
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 1 OF 7

BLACKS BEACH STREET
WINDANSEA STREET
(EXISTING)
NO SCALE
(RIGHT OF WAY TO BE VACATED & IMPROVEMENTS TO BE REMOVED)

OLD GROVE ROAD- PUBLIC
(EXISTING)
NO SCALE
IMPROVEMENT PLANS R-13816

AVENIDA DEL ORO
(EXISTING)
NO SCALE
IMPROVEMENT PLANS R-13816

*ENGINEERED SOIL MIX SHALL PROVIDE A MINIMUM SUSTAINED INFILTRATION RATE OF 5"/HR. MIX SHALL BE SANDY LOAM TOP SOIL CONSISTING OF 50% SAND, 30% PLANTING SOIL, 20% SHREDDED HARDWOOD MULCH.

BIO RETENTION BASIN DETAIL (TYPICAL)
NO SCALE

ENTRY ROAD-PRIVATE
NO SCALE

LEGEND OF ABBREVIATIONS

AB	-	AGGREGATE CONCRETE BASE	IE	-	INVERT ELEVATION
AC	-	ASPHALT CONCRETE	LT	-	LEFT
BC	-	BEGIN CURVE	MH	-	MANHOLE
BVC	-	BEGIN VERTICAL CURVE	NTS	-	NOT TO SCALE
BW	-	BOTTOM OF WALL	P	-	PAVEMENT
C&G	-	CURB AND GUTTER	PCR	-	POINT OF CURB RETURN
CL	-	CENTERLINE	PRC	-	POINT OF REVERSE CURVE
CO	-	CLEANOUT	PVC	-	POLYVINYL CHLORIDE
E	-	ELECTRIC	RCP	-	REINFORCED CONCRETE PIPE
EC	-	END CURVE	RT	-	RIGHT
ECR	-	END CURVE RETURN	RW	-	RIGHT-OF-WAY
EP	-	EDGE OF PAVEMENT	S	-	SEWER
EVC	-	END VERTICAL CURVE	SD	-	STORM DRAIN
FC	-	FACE OF CURB	SG	-	SUBGRADE
FG	-	FINISHED GRADE	SW	-	SIDEWALK
FL	-	FLOWLINE	T	-	TELEPHONE
FS	-	FINISHED SURFACE/FIRE SERVICE	TB	-	TOP OF BERM/DIKE
G	-	GAS	TC	-	TOP OF CURB
GB	-	GRADE BREAK	TF	-	TOP OF FOOTING
HDPE	-	HIGH DENSITY POLYETHYLENE	TG	-	TOP OF GRATE
HP	-	HIGH POINT	TW	-	TOP OF WALL
I	-	IRRIGATION	W	-	WATER

C13

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

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land planning, civil engineering, surveying
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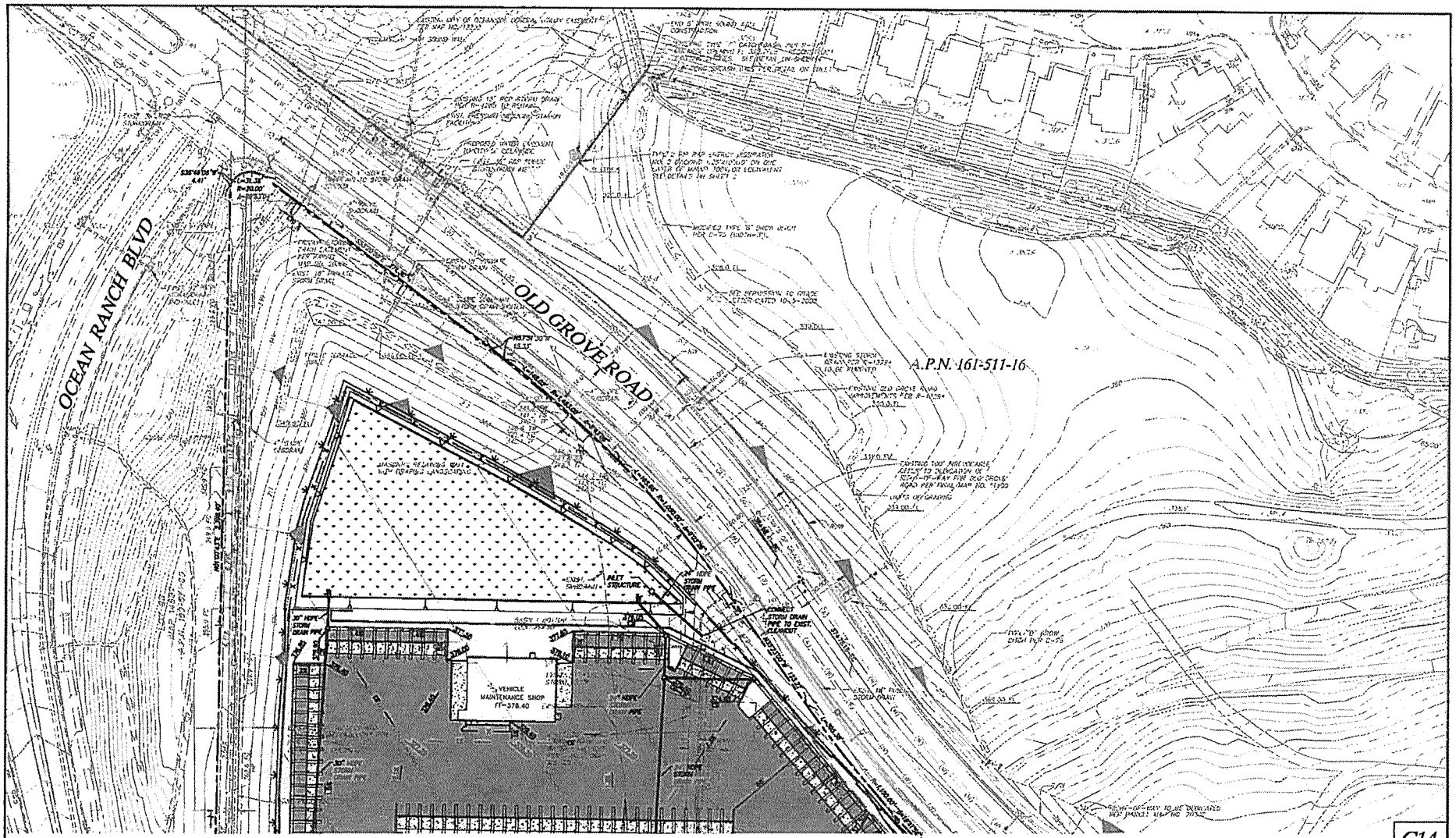
(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK



C14

DATE OF PREPARATION:		
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bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
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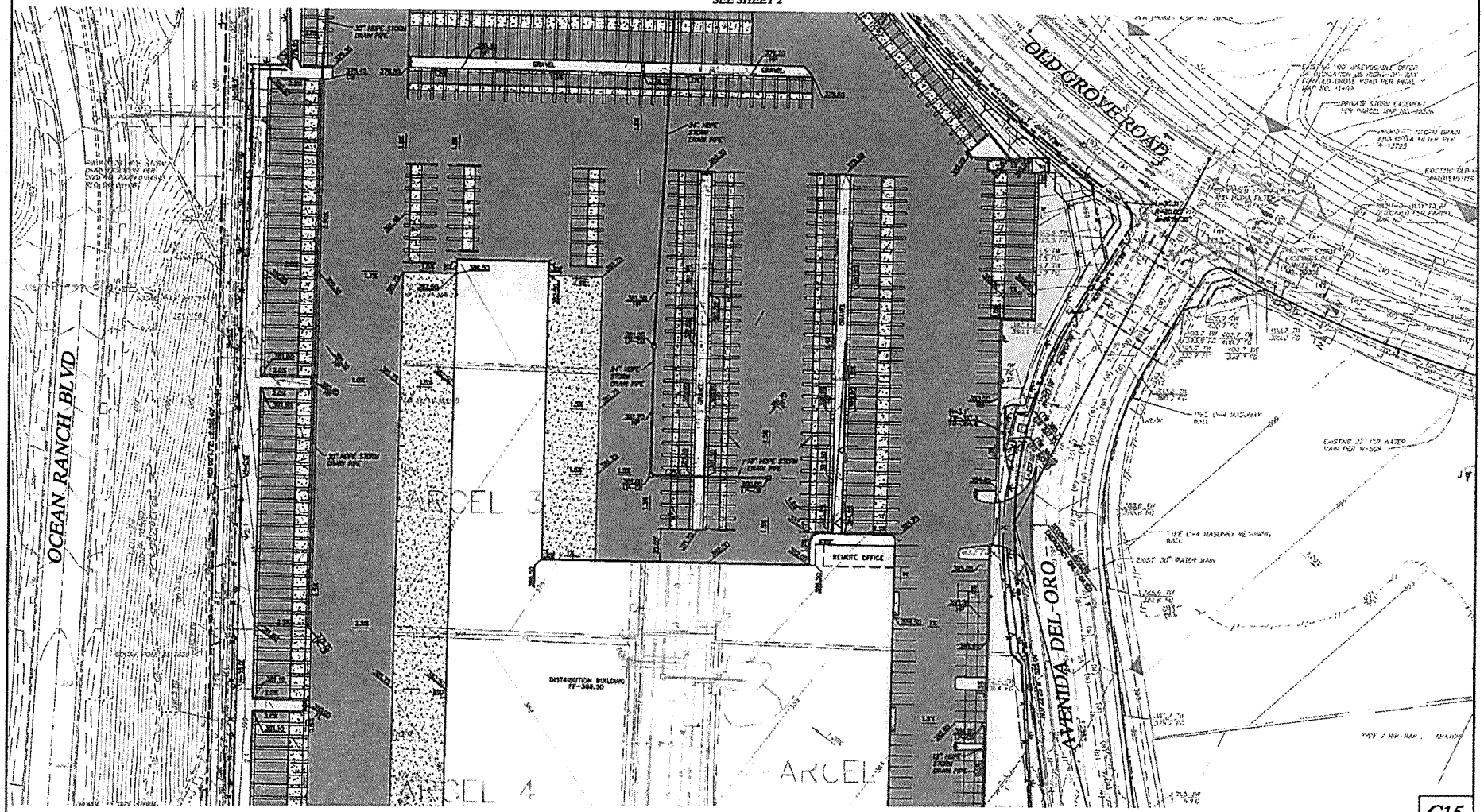
CARLSBAD, CA. 92008-4387
(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 3 OF 7



C15

SCALE: 1" = 40'

DATE OF PREPARATION

REVISIONS	DESCRIPTION	DATE

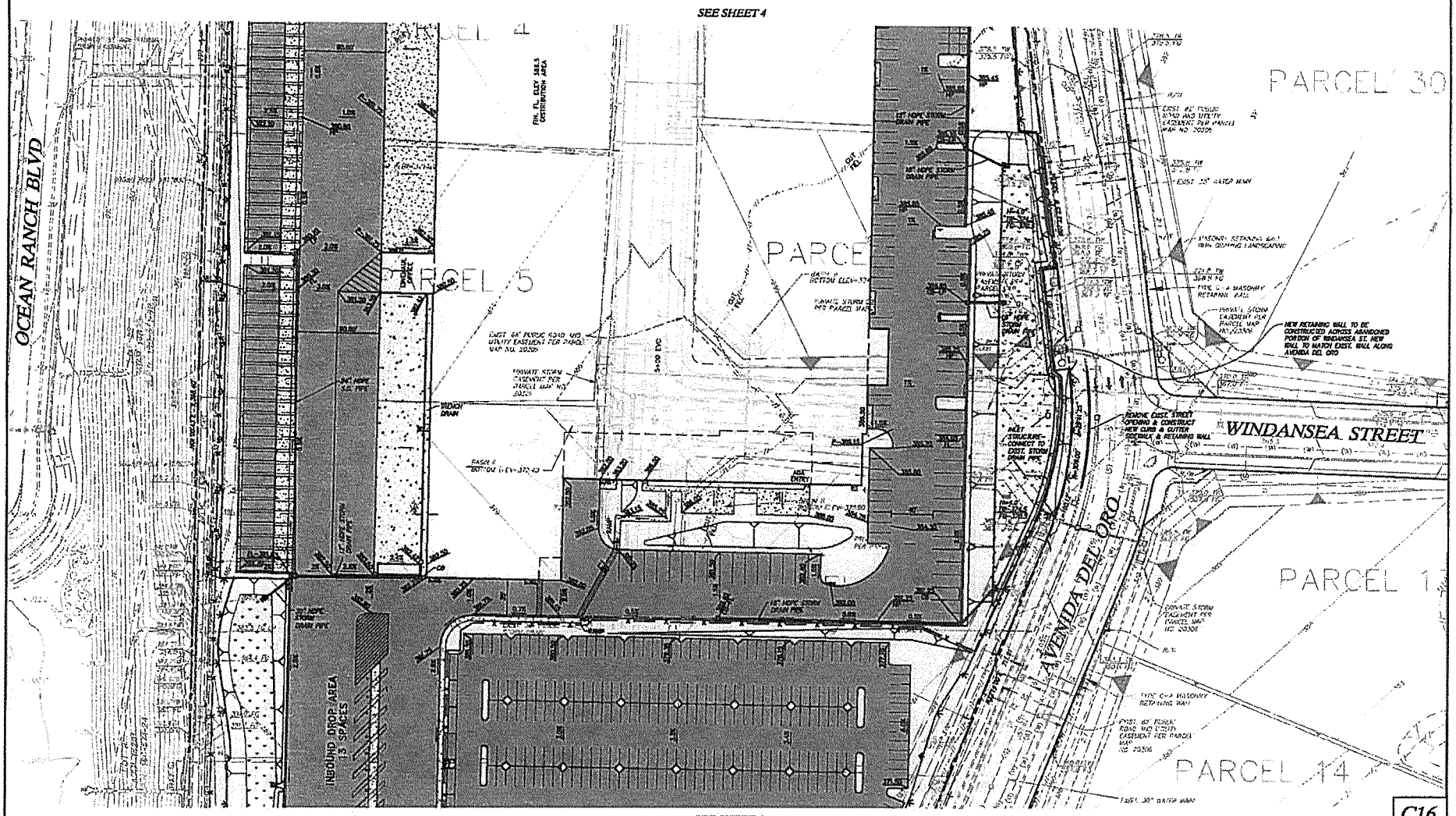
bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN

FED EX GROUND - OCEANSIDE

PACIFIC COAST BUSINESS PARK

SHEET 4 OF 7



C16

SCALE: 1" = 40'

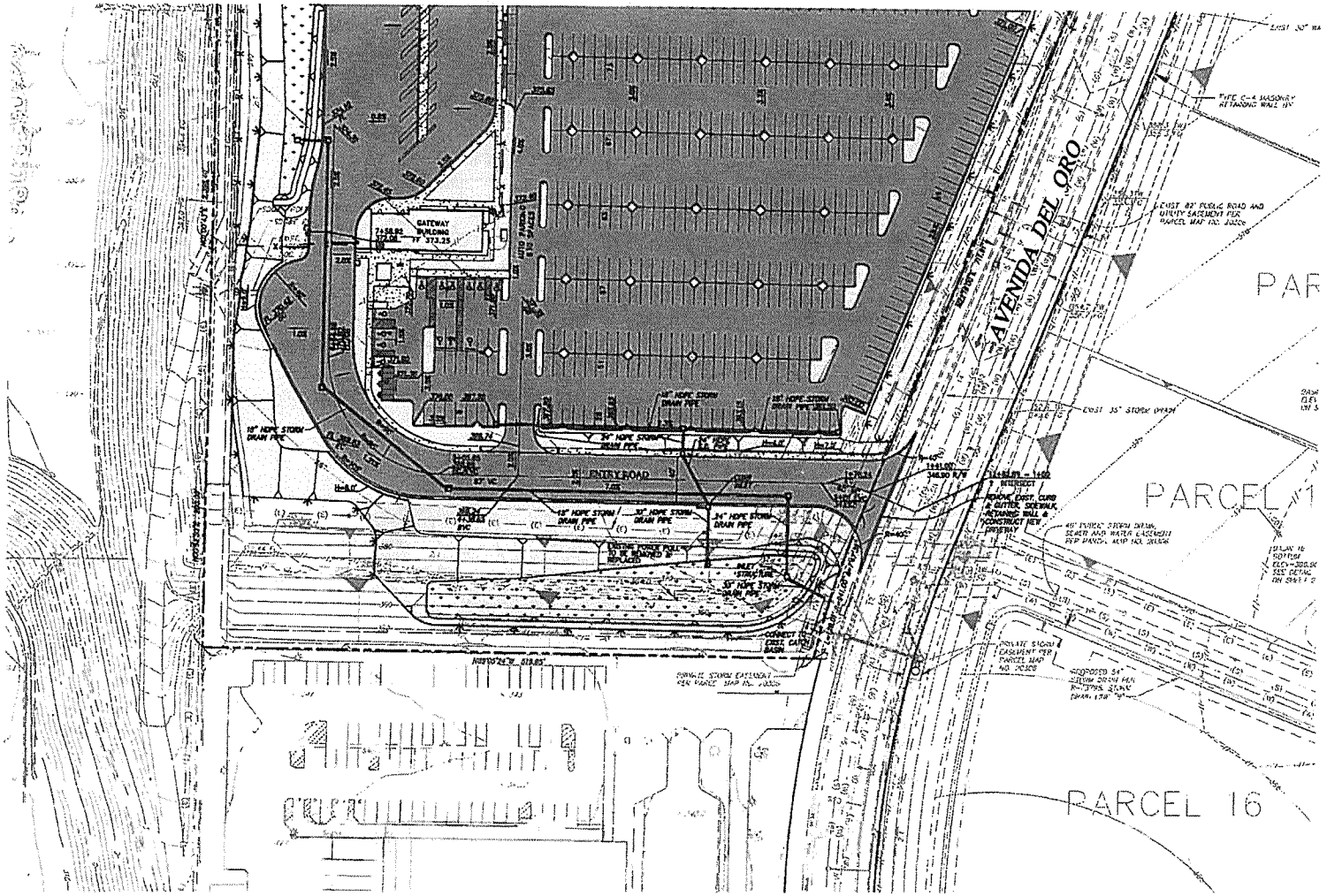
DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE 'L'
CARLSBAD, CA. 92008-4387
(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN:
FED EX GROUND - OCEANSIDE
PACIFIC COAST BUSINESS PARK

SHEET 5 OF 7

SEE SHEET 4



C17

SCALE: 1" = 40'

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

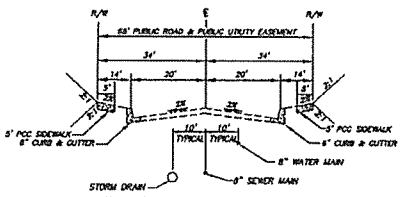
bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN:
FEDEX OCEANSIDE
DISTRIBUTION FACILITY
PACIFIC COAST BUSINESS PARK

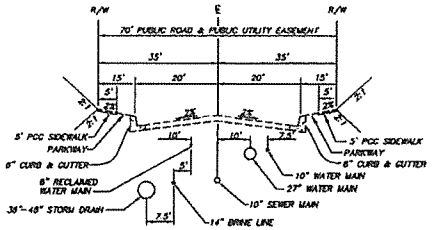
TENTATIVE PARCEL MAP
FOR PARCEL MERGER AND STREET VACATION
PACIFIC COAST BUSINESS PARK (PARCELS 1-12)
CITY OF OCEANSIDE

LEGEND

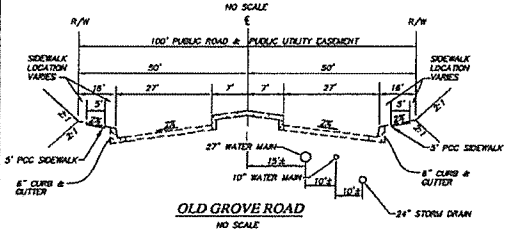
PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING JOINT TRENCH
EXISTING CENTER LINE
EXISTING CURB & GUTTER
EXISTING CONTOUR MAJOR
EXISTING CONTOUR MINOR
PROPOSED SPOT ELEVATION
PROPOSED SEWER LINE
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN /CURB INLET
PROP DRIVEWAY APRON (G-14 A)
PROPOSED CURB & GUTTER
PROPOSED PAVEMENT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED RETAINING WALL
PROPOSED CONCRETE



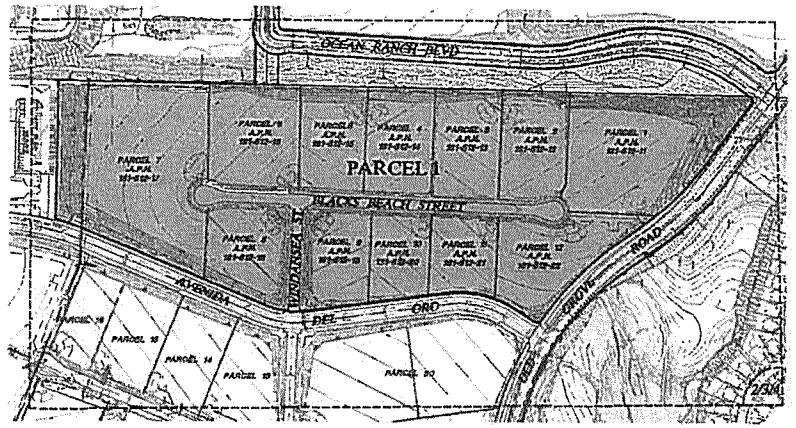
INTERIOR STREETS (TO BE VACATED)
BLACKS BEACH STREET
WINDANSEA STREET
NO SCALE



AVENIDA DEL ORO
NO SCALE

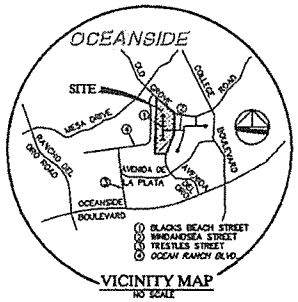


OLD GROVE ROAD
NO SCALE



200 100 0 200 400 600
SCALE: 1" = 200'

KEY MAP
CONTIGUOUS OWNERSHIP
APN: 161-515-11 thru 161-512-22



VICINITY MAP
NO SCALE

BENCHMARK:

CITY OF OCEANSIDE BENCHMARK: D-23
A CHISELED SQUARE IN 6" TYP. CURB AT THE NORTHEAST CURB RETURN AT OCEANSIDE BOULEVARD AND PEACOCK

ELEV: 338.175 DATUM: NAVD 29

GENERAL DESIGN NOTES:

1. ALL STREET DESIGNS CONFORM TO THE CITY OF OCEANSIDE DESIGN STANDARDS AND AS REQUIRED BY THE CITY OF OCEANSIDE ENGINEER.
2. ONSITE SEWER TO BE PRIVATE AND ONSITE WATER TO BE PUBLIC.
3. ALL PROPOSED UTILITIES TO BE UNDERGROUND.
4. SLOPE RATIOS SHALL BE 2:1 MAX.
5. CONTOUR INTERVAL IS 1'
6. GRADING QUANTITIES: CUT: 165,000 CY FILL: 165,000 CY
7. AREA OF GRADING: 34.163 AC
8. CUBIC YARDAGE OF GRADING PER GRADED ACRE: 4,830 CY/AC
9. SETBACKS:

	AVENIDA DEL ORO	OLD GROVE ROAD	INTERNAL PROP. LINE
FRONT:	15'	15'	15'
CORNER SIDE:	15'	15'	15'
REAR:	15'	15'	15'
PARKING:	10'	10'	10'

10. PERCENT OF PROJECT IN STREETS/PARKING: 48.7%
11. LANDSCAPE AREA REQUIRED: 15% LANDSCAPE AREA PROPOSED: 23%
12. SOURCE OF TOPOGRAPHY: FLOWN TOPOGRAPHY SAN-LO AERIAL SURVEYS/ GRADING PLAN #2597 12-04-03 TOPOGRAPHY FIELD VERIFIED IN 2014
13. PROJECT IS NOT WITHIN A 100 YEAR FLOOD PLAIN.
14. REFER TO HYDROLOGY AND HYDRAULIC REPORT PREPARED BY BHA INC. DATED JANUARY, 2007 AND FEBRUARY 2014.
15. REFER TO STORMWATER MITIGATION PLAN PREPARED BY BHA INC, DATED JANUARY 2007 AND FEBRUARY 2014.

LEGAL DESCRIPTION:

PARCELS 1 THROUGH 12 OF PARCEL MAP NO. 20308, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 24, 2007 AS FILE NO. 2007-0484308, OFFICIAL RECORDS. ALSO INCLUDING THAT AREA WITHIN THE RIGHT-OF-WAY OF BLACKS BEACH STREET, AS WELL AS WINDANSEA STREET LYING WEST OF THE WESTERLY RIGHT-WAY OF AVENIDA DEL ORO AS SHOWN ON SAID PARCEL MAP NO. 20308.

OWNER (PARCELS 1-10 & 12)
AMB SF3 PACIFIC COAST, LLC
17777 CENTER COURT DRIVE, N. STE 100
CERRITOS, CA 90703

OWNER (PARCEL 11)
CITY OF OCEANSIDE
400 NORTH COAST HIGHWAY
OCEANSIDE, CA 92054

APPLICANT/DEVELOPER:
SCHMIDT PROPERTIES
800 E 96TH STREET, SUITE 175
INDIANAPOLIS, IN 46310
(317) 643-5858

ENGINEER OF WORK:

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

RONALD L. HOLLOWAY 8/25/14
RCE 29271 DATE

GENERAL NOTES:

1. TOTAL SITE ACREAGE: 33.712 ACRES (EXISTING)
   +35.61 ACRES (PROPOSED)
   * AFTER PROPOSED STREET RIGHT-OF-WAY VACATION
2. ZONING: PD-I RDO SPECIFIC PLAN, LIGHT INDUSTRIAL
3. GENERAL PLAN DESIGNATION: RDO SPECIFIC PLAN
4. EXISTING LAND USE: VACANT
   PROPOSED LAND USE: LIGHT INDUSTRIAL
5. TOTAL NUMBER OF PARCELS: 12 (EXISTING)
   1 (PROPOSED)
6. ASSESSOR'S PARCEL NUMBER: 161-512-11 thru 161-512-22
7. NEIGHBORHOOD PLANNING AREA: RANCHO DEL ORO

SHEET INDEX

SHEET 1 - KEY MAP/ZONING/OWNERSHIP
SHEET 2 - TENTATIVE MAP/NOTES
SHEET 3 - TENTATIVE MAP BOUNDARY/ROAD AND EASEMENT VACATIONS
SHEET 4 - EXISTING CONDITIONS/EASEMENT MAP

PUBLIC UTILITIES

WATER SUPPLY	CITY OF OCEANSIDE
SEWER	CITY OF OCEANSIDE
STORM DRAIN	CITY OF OCEANSIDE
GAS & ELECTRIC	S.D.G.&E.
TELEPHONE	SBC
FIRE	CITY OF OCEANSIDE
POLICE	CITY OF OCEANSIDE
SCHOOLS	OCEANSIDE UNIFIED SCHOOL DISTRICT
CABLE	COX CABLE

HYDROLOGY AND HYDRAULIC REPORT

SEE HYDROLOGY/HYDRAULIC REPORT SIGNED BY BHA, INC. DATED FEBRUARY 2014

GEOTECHNICAL REPORT

REFER TO RECOMMENDATIONS AND SPECIFICATIONS SET FORTH IN SOILS AND GEOLOGICAL REPORTS DATED 6-14-06 AND 6-23-06 PREPARED BY CHRISTIAN WHEELER ENGINEERING FOR THE PACIFIC BUSINESS PARK

FEMA NOTE:

FEMA ZONE X: AREAS OF 500-YEAR FLOOD; AREAS OF 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED LEVEES FROM 100-YEAR FLOOD.

C19

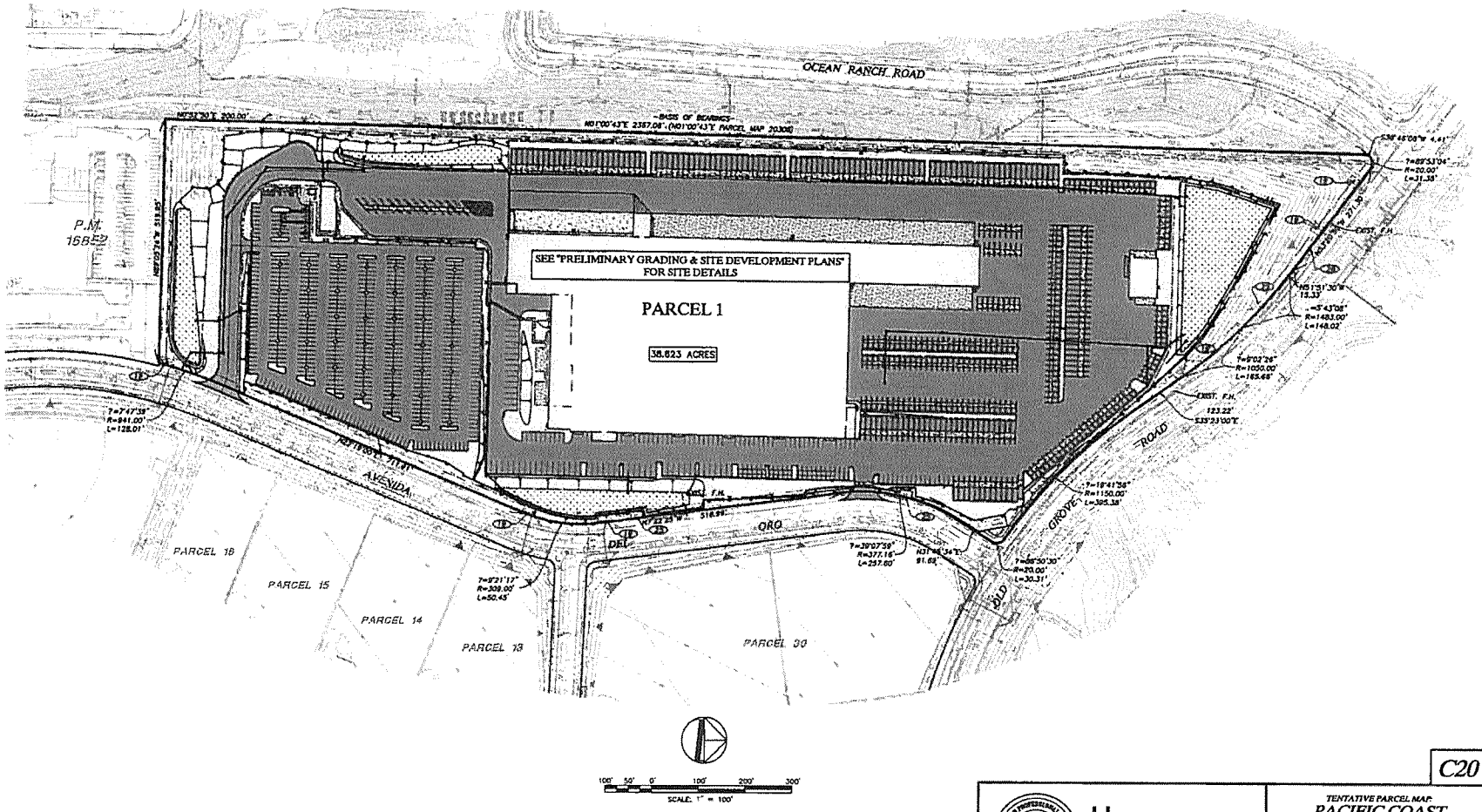
DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

TENTATIVE PARCEL MAP:
PACIFIC COAST BUSINESS PARK (PARCELS 1-12)
CITY OF OCEANSIDE, CALIFORNIA

SHEET 1 OF 4

TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK (PARCELS 1-12)
CITY OF OCEANSIDE
(SITE DEVELOPMENT)



C20

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land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
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CARLSBAD, CA. 92008-4387
(760) 931-8700

TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK PARCELS 1-12
CITY OF OCEANSIDE, CALIFORNIA

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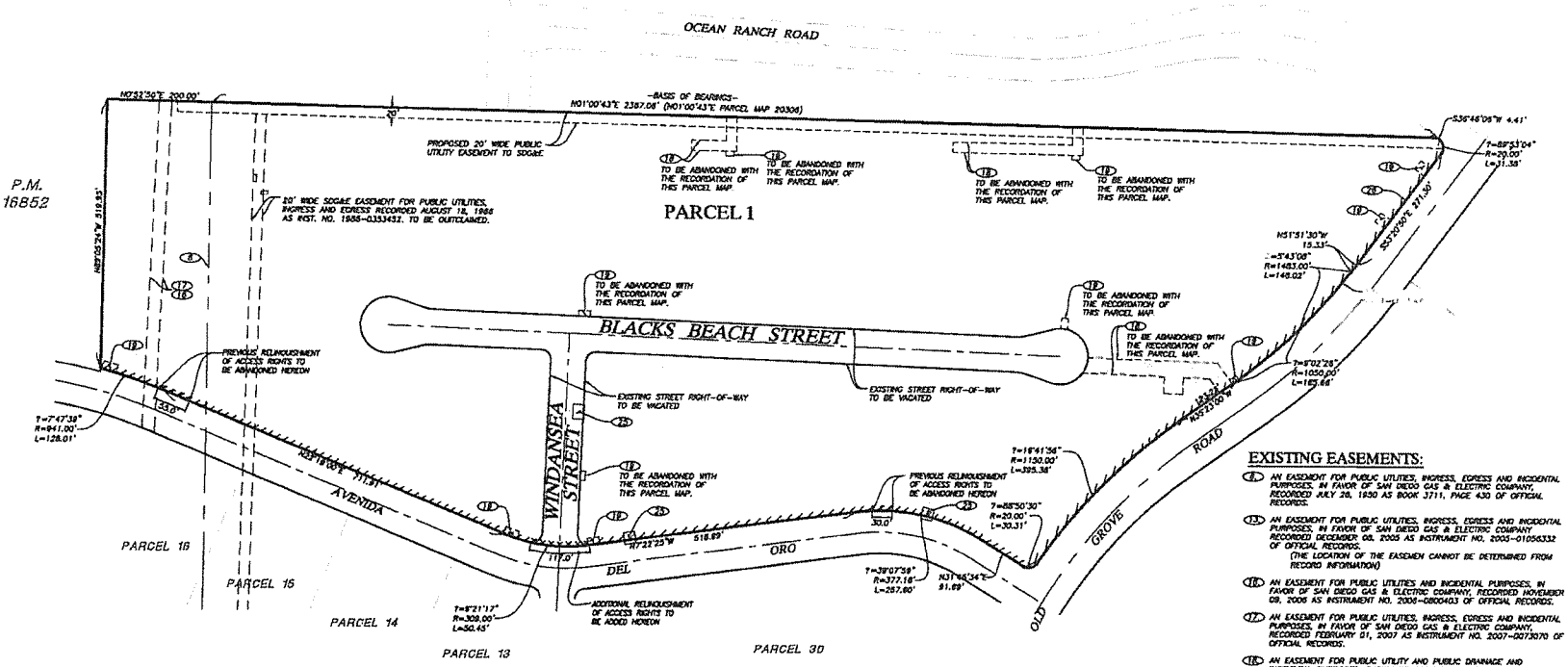
TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK (PARCELS 1-12)
CITY OF OCEANSIDE
(STREET VACATION AND EASEMENT ABANDONMENT/QUITCLAIM)



LEGEND:

- CURRENT RELINQUISHMENT OF ACCESS RIGHTS PER TRACT MAP NO. 20306
- ADDITIONAL RELINQUISHMENT OF ACCESS RIGHTS TO BE ADDED HEREON
- PREVIOUS RELINQUISHMENT OF ACCESS RIGHTS TO BE ABANDONED HEREON

EXISTING EASEMENTS:

(4) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED JULY 28, 1950 AS BOOK 3711, PAGE 430 OF OFFICIAL RECORDS.

(15) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY RECORDED DECEMBER 08, 2005 AS INSTRUMENT NO. 2005-0105633Z OF OFFICIAL RECORDS.
(THE LOCATION OF THE EASEMEN CANNOT BE DETERMINED FROM RECORD INFORMATION)

(16) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED NOVEMBER 09, 2006 AS INSTRUMENT NO. 2006-0800403 OF OFFICIAL RECORDS.

(17) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED FEBRUARY 01, 2007 AS INSTRUMENT NO. 2007-0073070 OF OFFICIAL RECORDS.

(18) AN EASEMENT FOR PUBLIC UTILITY AND PUBLIC DRAINAGE AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JULY 24, 2007 AS TRACT MAP NO. 20306 OF TRACT MAP.

(19) AN EASEMENT FOR PRIVATE DRAINAGE AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JULY 24, 2007 AS TRACT MAP NO. 20306 OF TRACT MAP.

(25) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED AUGUST 23,2007 AS INSTRUMENT NO. 2007-0562346 OF OFFICIAL RECORDS.
(THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION)

(28) AN IRREVOCABLE OFFER TO DEDICATE FOR STREET AND INCIDENTAL PURPOSES, TO THE CITY OF OCEANSIDE, A MUNICIPAL CORPORATION A RESOLUTION ACCEPTING THE OFFER TO DEDICATE "OLD GROVE ROAD" RECORDED JUNE 24, 2008 AS INSTRUMENT NO. 2008-0338527 OF OFFICIAL RECORDS.

NOTE

THE EASEMENT FOR PUBLIC UTILITIES, INGRESS, AND EGRESS GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY IN DOCUMENT RECORDED IN BOOK 5443, PAGES 125-127 OFFICIAL RECORDS OF SAN DIEGO COUNTY AND SHOWN ON PARCEL MAP NO. 20306 HAS BEEN RELINQUISHED BY SAN DIEGO GAS AND ELECTRIC COMPANY IN A QUITCLAIM OF EASEMENT, RECORDED AUGUST 05, 2008, IN DOCUMENT NO. 2008-0417292 OFFICIAL RECORDS OF SAN DIEGO COUNTY; REFERENCE IS MADE TO SCHEDULE B EXCEPTION ITEM NO. 21 OF THE TITLE COMMITMENT

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
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CARLSBAD, CA. 92008-4387
(760) 931-1700

C21

TENTATIVE PARCEL MAP:
PACIFIC COAST BUSINESS PARK
PARCELS 1-12
CITY OF OCEANSIDE, CALIFORNIA

SHEET 3 OF 4

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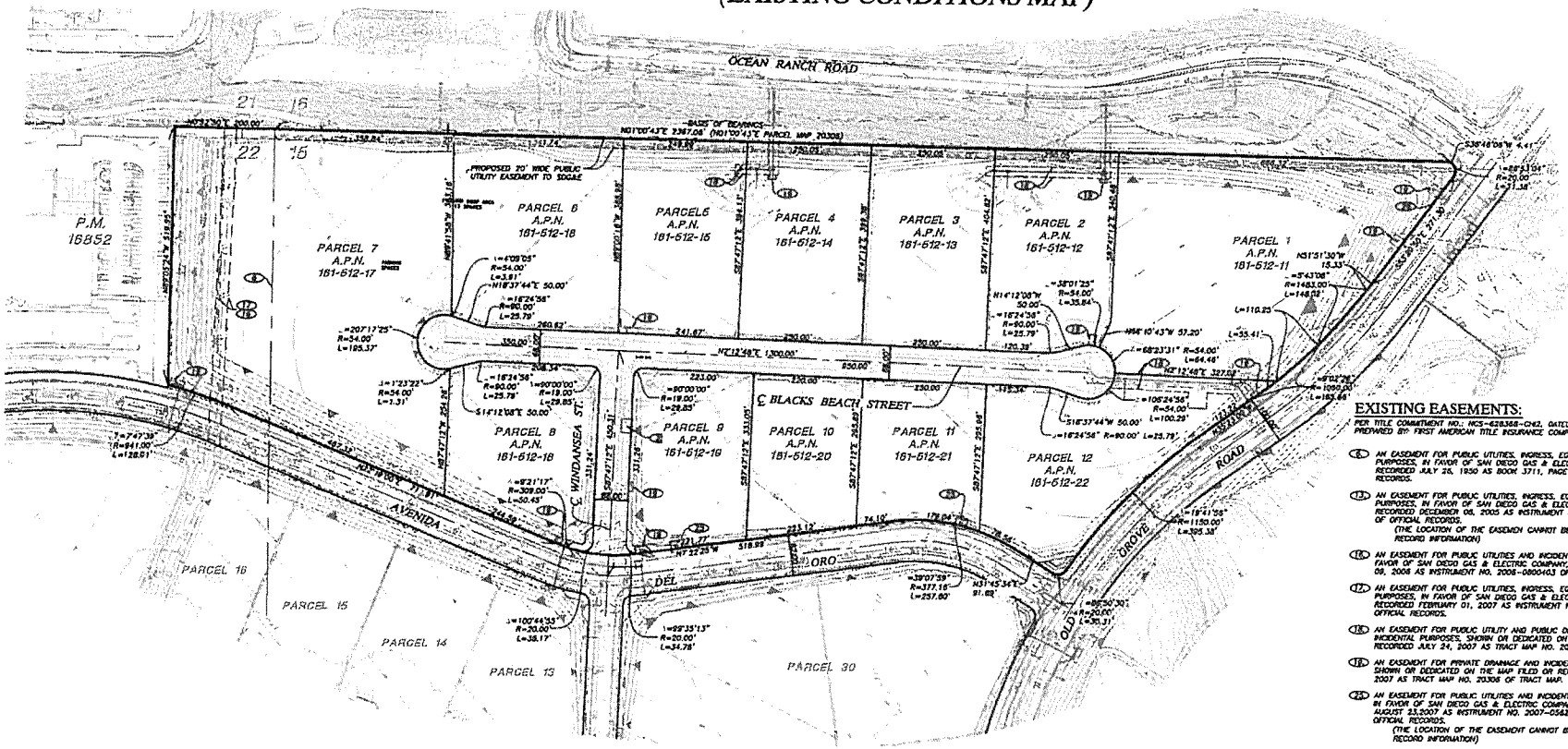
TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK (PARCELS 1-12)
CITY OF OCEANSIDE
(EXISTING CONDITIONS MAP)



SCALE: 1" = 100'

EXISTING EASEMENTS:

PER TITLE COMMITMENT NO.: NCS-628368-CM2, DATED: SEPTEMBER 10, 2013, PREPARED BY: FIRST AMERICAN TITLE INSURANCE COMPANY

(6) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED JULY 26, 1950 AS BOOK 3711, PAGE 430 OF OFFICIAL RECORDS.

(13) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED DECEMBER 08, 2005 AS INSTRUMENT NO. 2005-0105633Z OF OFFICIAL RECORDS.
(THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION)

(16) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED NOVEMBER 09, 2006 AS INSTRUMENT NO. 2006-0800403 OF OFFICIAL RECORDS.

(17) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED FEBRUARY 01, 2007 AS INSTRUMENT NO. 2007-0073070 OF OFFICIAL RECORDS.

(18) AN EASEMENT FOR PUBLIC UTILITY AND PUBLIC DRAINAGE AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JULY 24, 2007 AS TRACT MAP NO. 20308 OF TRACT MAP

(19) AN EASEMENT FOR PRIVATE DRAINAGE AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JULY 24, 2007 AS TRACT MAP NO. 20308 OF TRACT MAP.

(25) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED AUGUST 23,2007 AS INSTRUMENT NO. 2007-0562346 OF OFFICIAL RECORDS.
(THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION)

(29) AN IRREVOCABLE OFFER TO DEDICATE FOR STREET AND INCIDENTAL PURPOSES, TO THE CITY OF OCEANSIDE, A MUNICIPAL CORPORATION A RESOLUTION ACCEPTING THE OFFER TO DEDICATE "OLD GROVE ROAD" RECORDED JUNE 24, 2008 AS INSTRUMENT NO. 2008-0338527 OF OFFICIAL RECORDS.

C22

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

TENTATIVE PARCEL MAP:
PACIFIC COAST BUSINESS PARK PARCELS 1-12
CITY OF OCEANSIDE, CALIFORNIA

SHEET 4 OF 4

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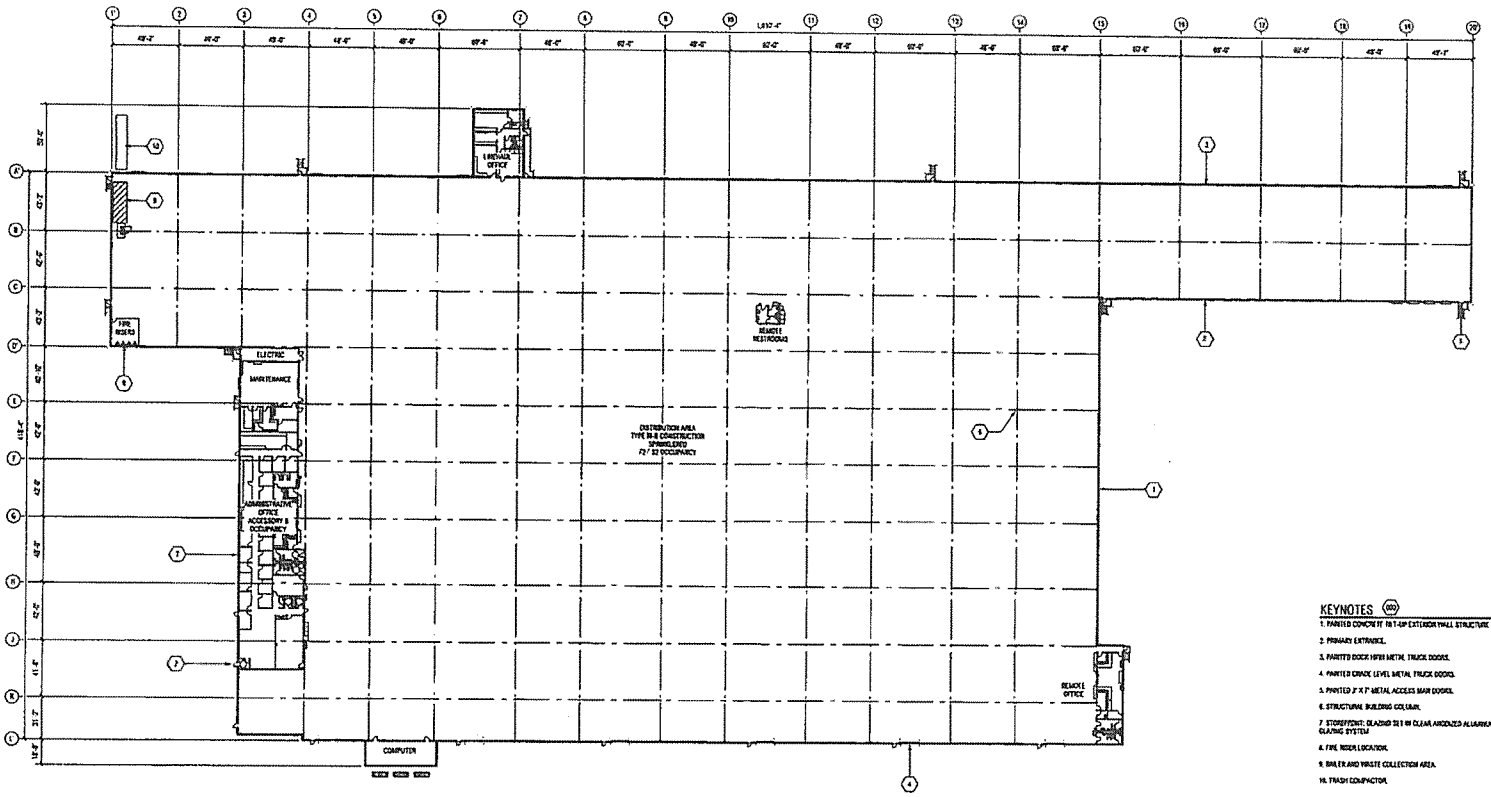

KEYNOTES

1. PAINTED CONCRETE TILT-UP EXTERIOR WALL STRUCTURE.
2. PRIMARY ENTRANCE.
3. PAINTED DOCK HIGH METAL TRUCK DOORS.
4. PAINTED GRADE LEVEL METAL TRUCK DOORS.
5. PAINTED 3' X 7' METAL ACCESS MAN DOORS.
6. STRUCTURAL BUILDING COLUMN.
7. STOREFRONT: GLAZING SEE 8/A9 CLEAR ANODIZED ALUMINUM 2" X 4 1/4" MIN. OFF-SET GLAZING SYSTEM
8. FIRE RISER LOCATION.
9. BALER AND WASTE COLLECTION AREA.
10. TRASH COMPACTOR.

DISTRIBUTION BUILDING FLOOR PLAN

SCALE 1" = 40'-0"

RGA

CONSULTANT

FedEx Ground
OCEAN RANCH BLVD
OCEANSIDE, CA

FedEx Ground

SCANNELL PROPERTIES

SCANNELL PROPERTIES
800 EAST 96TH STREET, SUITE 175
INDIANAPOLIS, IN 46240
T 317-843-5659
F 317-843-5957

MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	09/11/2014	SCHEMATIC DESIGN

RGA PROJECT NO:	14013.00
OWNER PROJECT NO:	
CAD FILE NAME:	14013-00-A2-1
DRAWN BY:	CF
CHK'D BY:	DR

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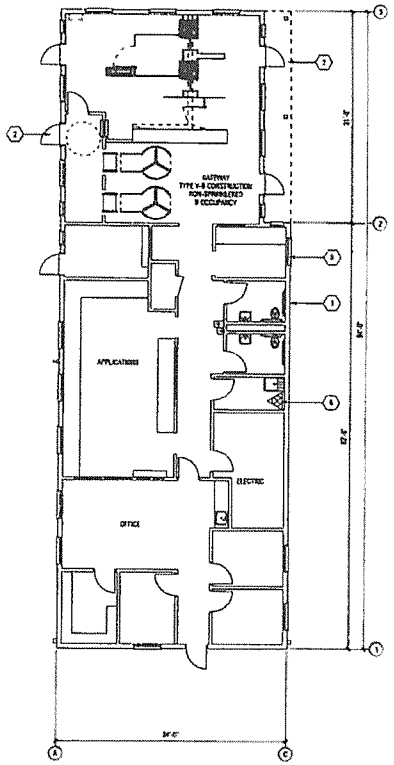
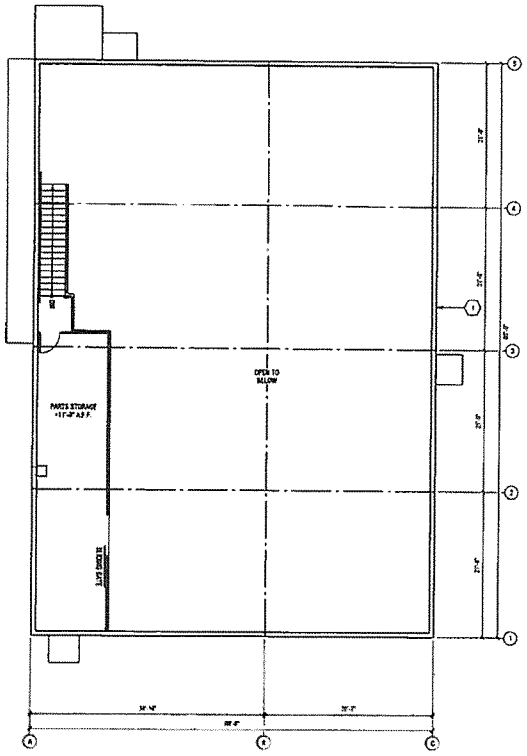
SHEET TITLE
DISTRIBUTION BUILDING FLOOR PLAN

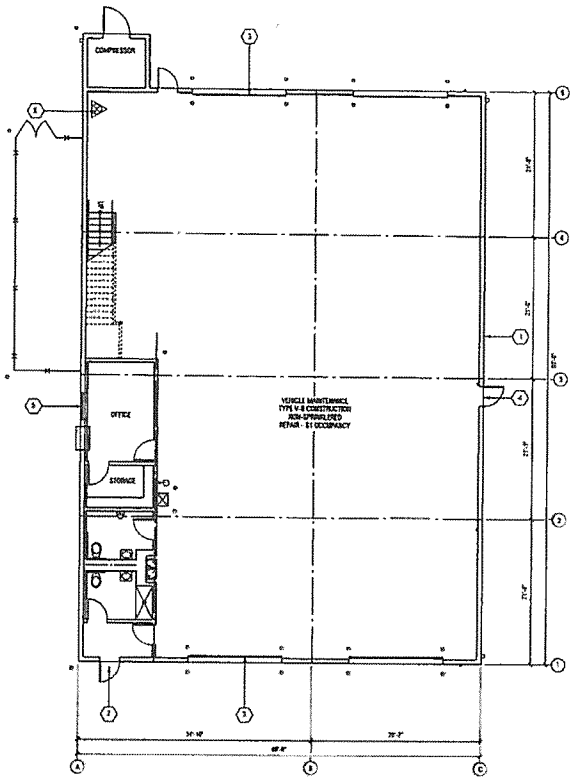
SHEET: A2-1



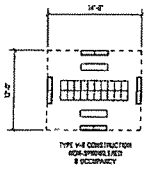
GATEWAY BUILDING FLOOR PLAN



MAINTENANCE BUILDING SECOND FLR PLAN



MAINTENANCE BUILDING GRND FLR PLAN



LOCKER SHELTER

KEYNOTES

1. PAINTED CONCRETE TILT-UP EXTERIOR WALL STRUCTURE.
2. PRIMARY ENTRANCE.
3. PAINTED GRADE LEVEL METAL TRUCK DOORS.
4. PAINTED 3'-0" X 7'-0" METAL ACCESS MAN DOORS.
5. STOREFRONT- GLAZING SET IN CLEAR ANODIZED ALUMINUM 2" X 4 1/4" MFR. OFF-SET GLAZING SYSTEM.
6. FIRE RISER LOCATION.

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OCEANSIDE, CA

FedEx Ground

SCANNELL PROPERTIES

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INDIANAPOLIS, IN 46240
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F 317-843-5957

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CHKD BY:	DR

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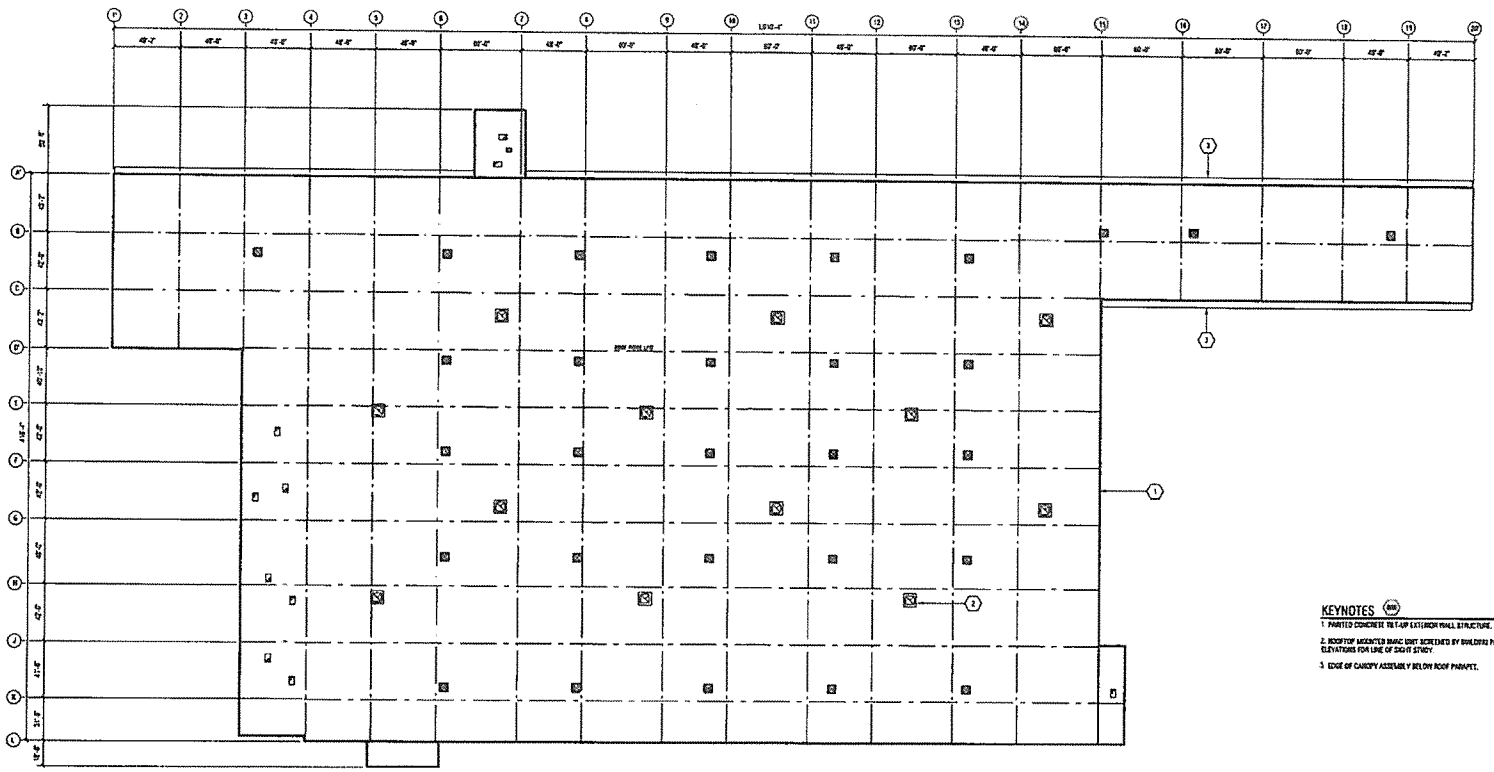
SHEET TITLE
GATEWAY BUILDING FLOOR PLAN
VEHICLE MAINTENANCE FLOOR PLAN

SHEET A2-2



KEYNOTES

1. PAINTED CONCRETE TILT-UP EXTERIOR WALL STRUCTURE.
2. ROOFTOP MOUNTED HVAC UNIT SCREENED BY BUILDING PARAPET. SEE BUILDING ELEVATIONS FOR LINE OF SIGHT STUDY.
3. EDGE OF CANOPY ASSEMBLY BELOW ROOF PARAPET.

DISTRIBUTION BUILDING ROOF PLAN

SCALE: 1" = 40'-0"

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FedEx Ground
OCEAN RANCH BLVD
OCEANSIDE, CA

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SCANNELL PROPERTIES
800 EAST 96TH STREET, SUITE 175
INDIANAPOLIS, IN 46240
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F 317-643-5957

MARK	DATE	DESCRIPTION
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BID		
PC		
DD		
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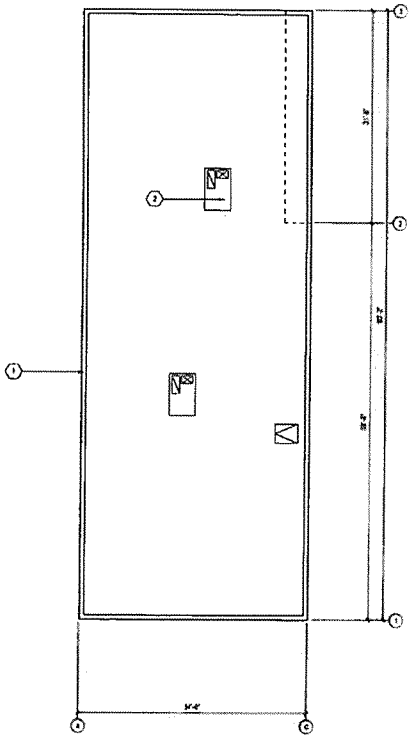
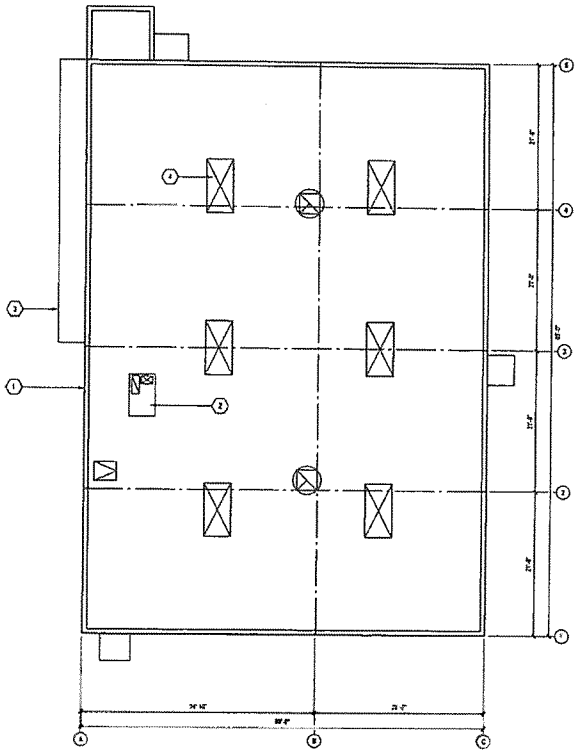
SHEET TITLE
DISTRIBUTION BUILDING ROOF PLAN

SHEET: A2-3



GATEWAY BUILDING ROOF PLAN



MAINTENANCE BUILDING ROOF PLAN

KEYNOTES

1. PAINTED CONCRETE TILT-UP EXTERIOR WALL STRUCTURE
2. ROOF TOP MOUNTED HVAC UNIT. SCREENED BY BUILDING PARAPET
3. EDGE OF CANOPY ASSEMBLY BELOW ROOF PARAPET
4. SKYLIGHT

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OCEANSIDE, CA

SCANNELL PROPERTIES

SCANNELL PROPERTIES
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T 317-843-5659
F 317-843-5957

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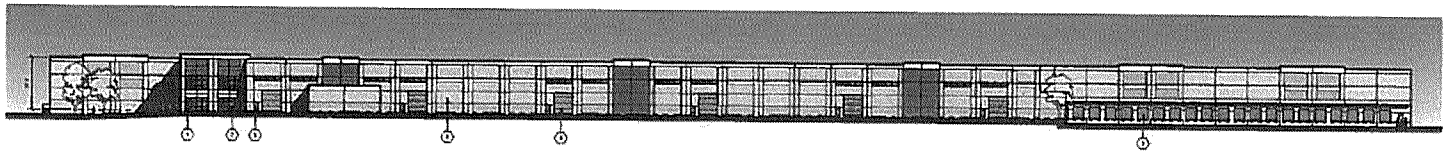
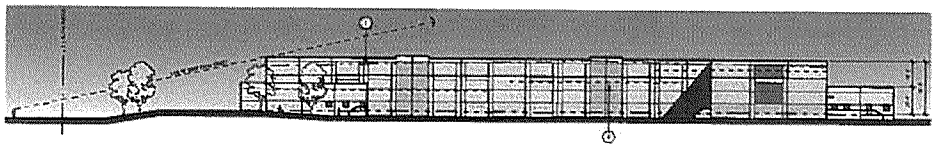
SHEET TITLE
GATEWAY BUILDING ROOF PLAN
VEHICLE MAINTENANCE ROOF PLAN

SHEET: A2-4



DISTRIBUTION BUILDING EAST ELEVATION

SCALE: 1" = 40'-0"



DISTRIBUTION BUILDING NORTH ELEVATION

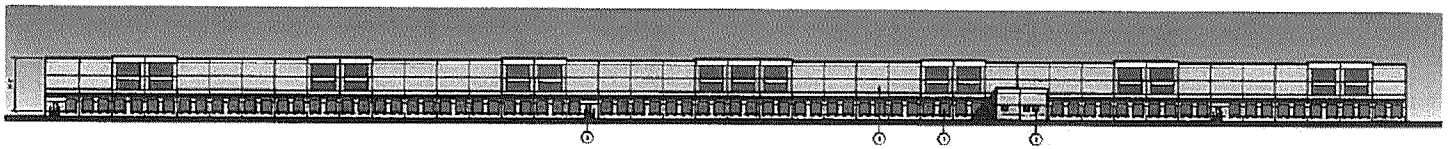
SCALE: 1" = 40'-0"

KEYNOTES

1. PRIMARY ACCESSIBLE BUILDING ENTRY
2. BLUE GLAZING W/ CLEAR ANODIZED ALUMINUM STOREFRONT.
3. PAINTED DOCK HIGH TRUCK LOADING DOOR.
4. PAINTED GRADE LEVEL VAN ACCESS DOOR DOOR.
5. 3' X 7' PAINTED METAL MAN DOOR.
6. PAINTED CONCRETE TILT-UP BUILDING WALL PANEL WITH REVEAL SCORES.
7. ROOF LINE BEHIND PARAPET. ROOF MOUNTED OFFICE HVAC EQUIPMENT SHALL BE HIDDEN FROM VIEW OF ADJACENT ROADWAYS / STREETS.

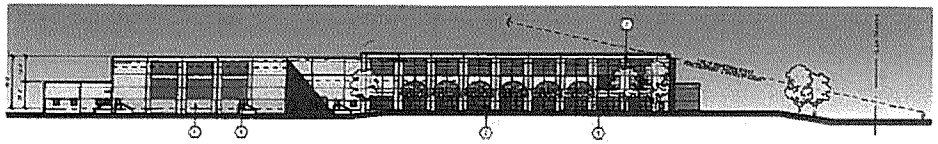
FINISH SCHEDULE

1. FIELD COLOR - ICI TREASURED MOMENT A1849
2. FIELD COLOR - ICI FOSSIL GREY A1570
3. ACCENT COLOR - ICI LAS CAUX CAVE A1859
4. ACCENT COLOR - 4. ACCENT COLOR - ICI COURTYARD STONE A1674
5. GLAZING - SEE KEYNOTE 2 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.



DISTRIBUTION BUILDING WEST ELEVATION

SCALE: 1" = 40'-0"



DISTRIBUTION BUILDING SOUTH ELEVATION

SCALE: 1" = 40'-0"

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OCEANSIDE, CA

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F 317-843-5957

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BID		
PC		
DD		
SD	09/11/2014	SCHEMATIC DESIGN

RGA PROJECT NO:	14013.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	14013-00-A3-1
DRAWN BY:	CP
CHKD BY:	DR

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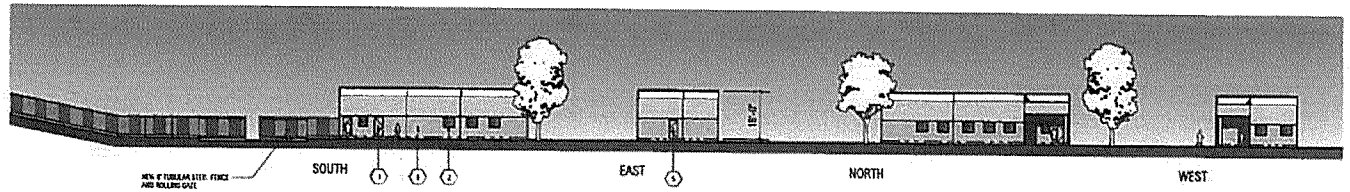
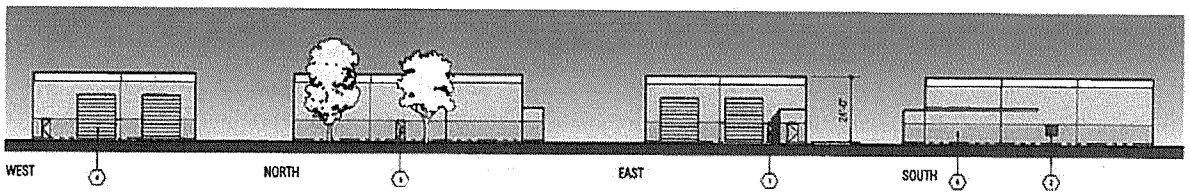
SHEET TITLE
DISTRIBUTION BUILDING ELEVATIONS

SHEET: A3-1



GATEWAY BUILDING ELEVATIONS



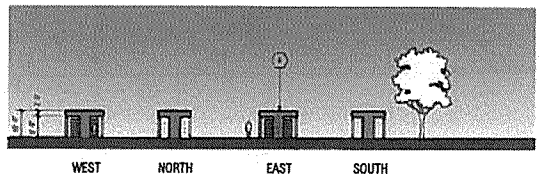
VEHICLE MAINTENANCE BUILDING ELEVATIONS

FINISH SCHEDULE

1. FIELD COLOR - KI FRACTURED MOMENT A1419
2. FIELD COLOR - KI FOSSIL GREY A1539
3. ACCENT COLOR - KI LAS CAGIL CAVE A1459
4. ACCENT COLOR - 4. ACCENT COLOR - KI COURTYARD STONE A1574
5. GLAZING - SEE KEYNOTE 2 - PPG SOLARCOOL PACIFICA REFLECTIVE #2

KEYNOTES

1. PRIMARY ACCESSIBLE BUILDING ENTRY
2. BLUE GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT.
3. PAINTED DOCK HIGH STOCK LOADING DOOR.
4. PAINTED GRADE LEVEL MAN ACCESS DOOR DOOR.
5. 3' X 7' PAINTED METAL MAN DOOR.
6. PAINTED CONCRETE TILT UP BUILDING WALL PANEL WITH REVEAL SCORES.
7. ROOF LINE BEHIND PARAPET. ROOF MOUNTED OFFICE HVAC EQUIPMENT SHALL BE HIDDEN FROM VIEW OF ADJACENT ROADWAYS / STREETS.
8. STEEL CANOPY ASSEMBLY. COLOR TO MATCH MAIN BUILDING.



LOCKER SHELTER ELEVATIONS

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DD		
10	09/11/2014	SCHEMATIC DESIGN

RGA PROJECT NO: 1401.00
OWNER PROJECT NO: 80000.00
CAD FILE NAME: 1401-00-A3-2
DRAWN BY: CF
CHKD BY: DR

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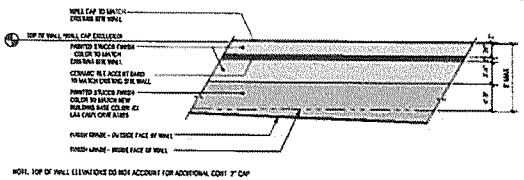
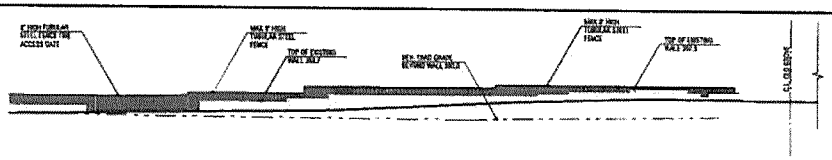
SHEET TITLE
GATEWAY BUILDING ELEVATIONS
VEHICLE MAINTENANCE ELEVATIONS

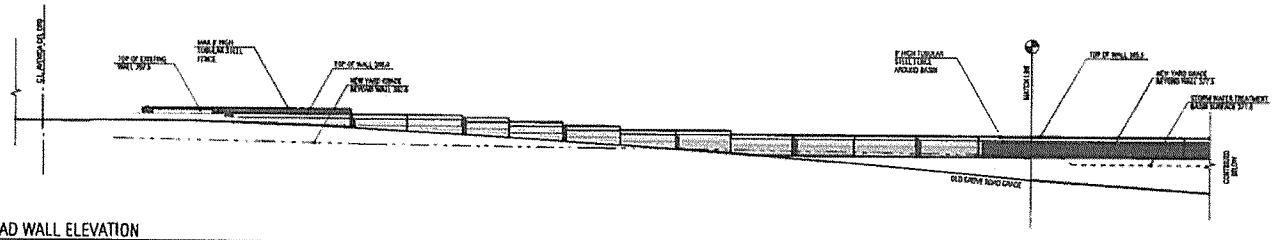
SHEET A3-2



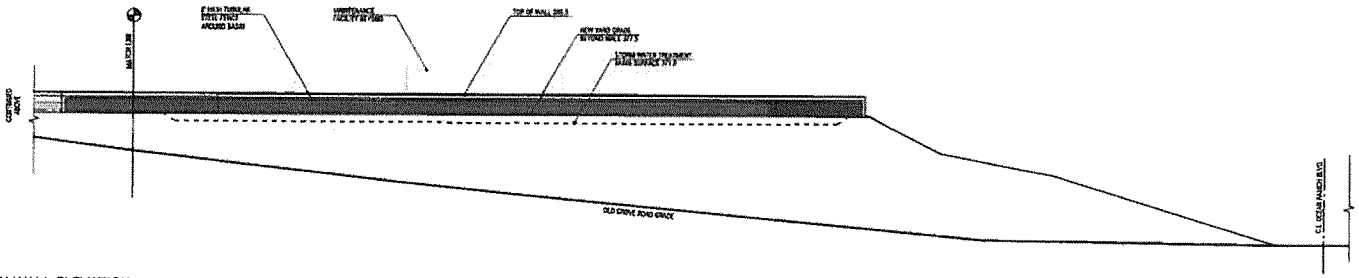
TYPICAL SCREEN WALL ELEVATION



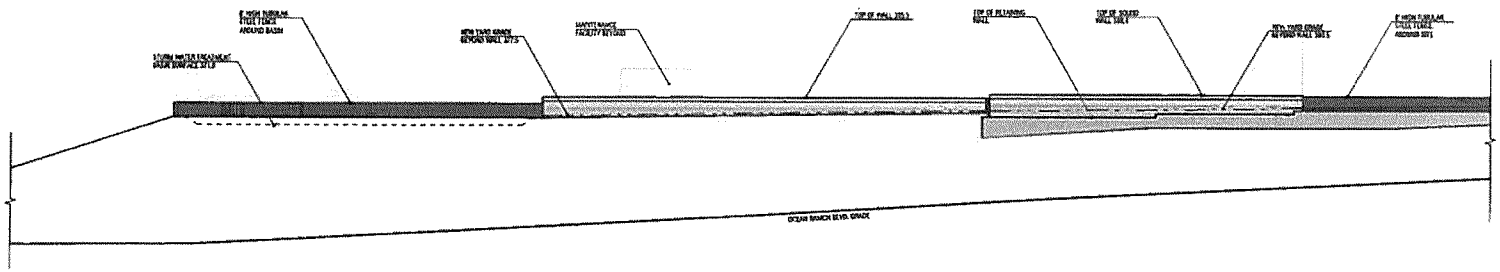
AVENIDA DEL ORO EXISTING WALL ELEVATION



OLD GROVE ROAD WALL ELEVATION



NORTH WALL ELEVATION



OCEAN RANCH BLVD WALL ELEVATION

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T 317-843-5659
F 317-843-5957

MARK	DATE	DESCRIPTION
CD		
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PC		
DD		
SD	08/11/2014	SCHEMATIC DESIGN

RGA PROJECT NO:	14013.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	14013-00-A3-3
DRAWN BY:	IZF
CHK'D BY:	DR

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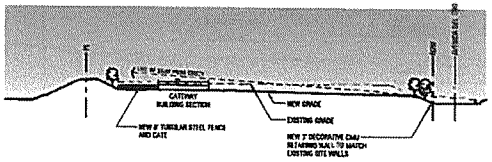
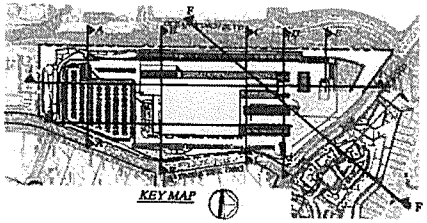
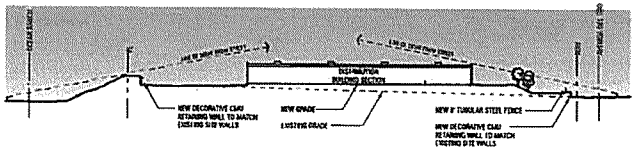
SHEET TITLE
SITE SOUND MITIGATION WALLS

SHEET A3-3



SITE SECTION AA





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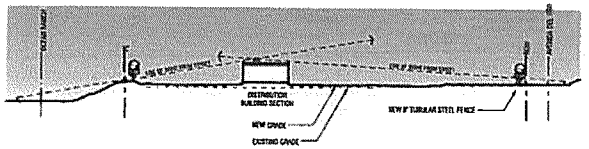
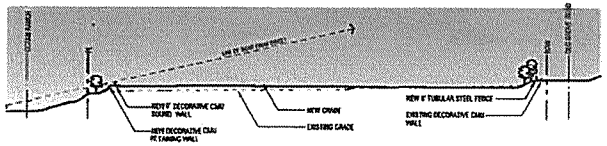


SITE SECTION CC



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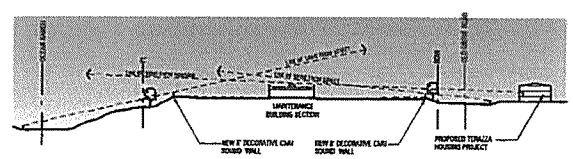

SITE SECTION EE

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SD	08/11/2014	SCHEMATIC DESIGN

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CAD FILE NAME: 14013-00-A3-4
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CHKD BY: DR

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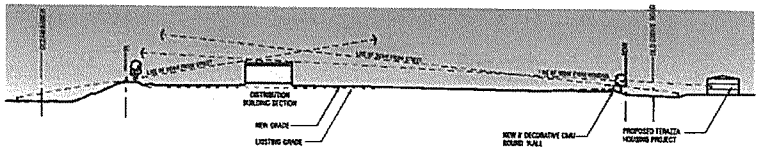
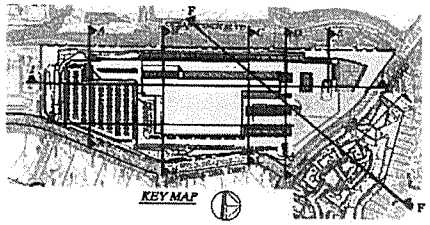
SHEET TITLE
SITE SECTIONS

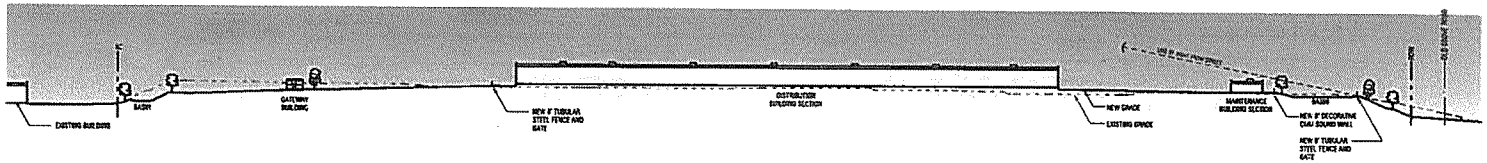
SHEET: A3-4



SITE SECTION F-F

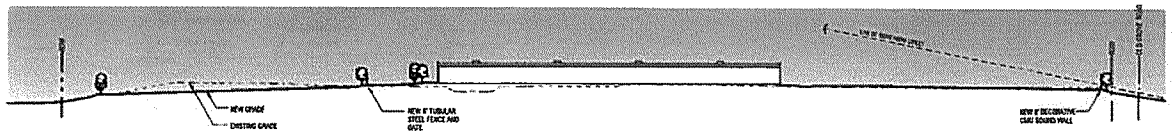
SCALE 1" = 10'-0"





SITE SECTION 1-1

SCALE 1" = 10'-0"



SITE SECTION 2-2

SCALE 1" = 10'-0"

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PC		
DD		
SD	09/11/2014	SCHEMATIC DESIGN

RGA PROJECT NO:	14012.00
OWNER PROJECT NO:	000000.00
CAD FILE NAME:	14012-00-A3-5
DRAWN BY:	CP
CHK'D BY:	EM

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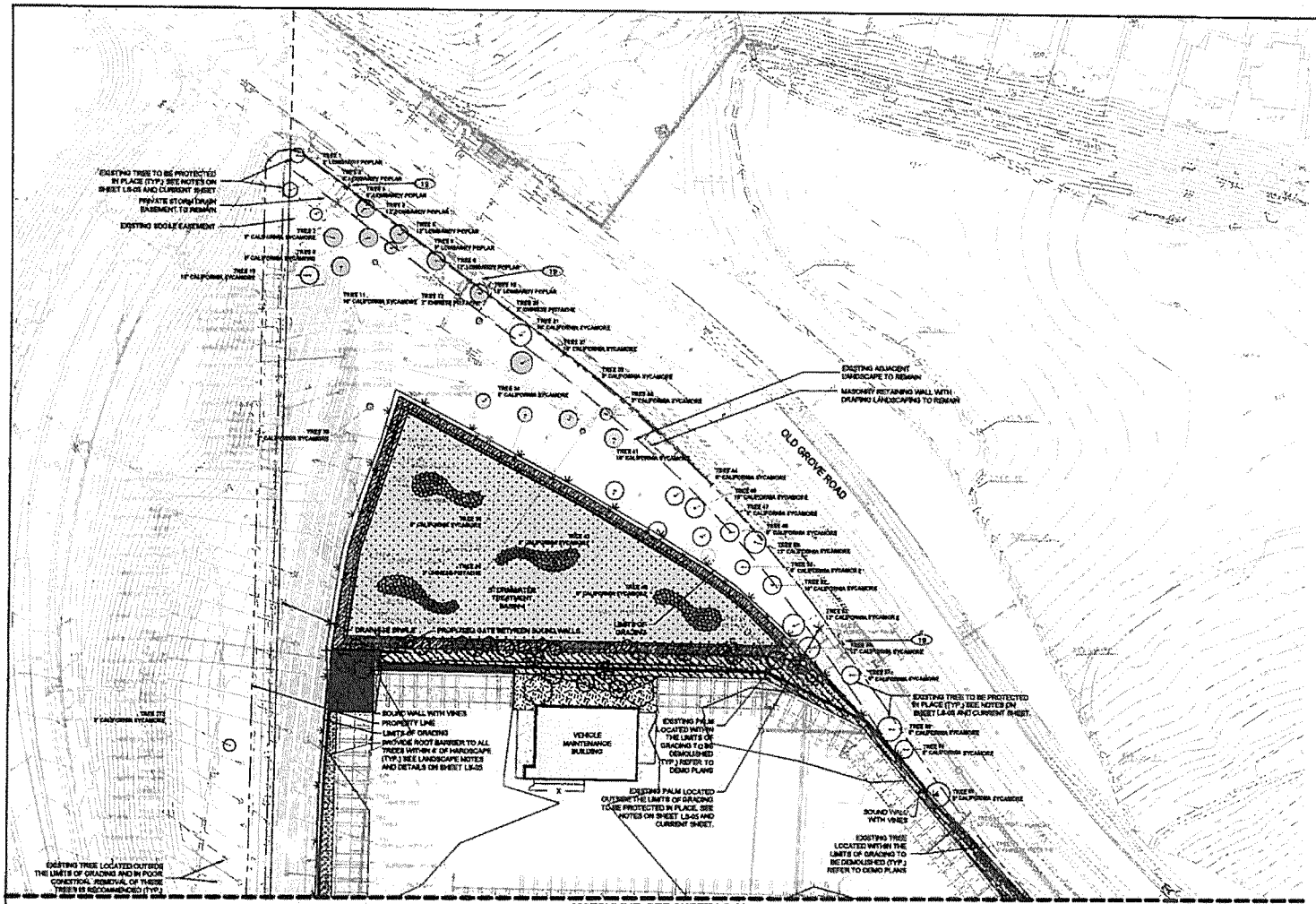
SHEET TITLE

SITE SECTIONS

SHEET: A3-5



MATCHLINE, SEE SHEET LS-02

UTILITY LEGEND

PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING CENTER LINE
EXISTING CURB & GUTTER
EX. CONTOUR MAJOR
EX. CONTOUR MINOR
PROPOSED SPOT ELEVATION
PROPOSED RIGHT-OF-WAY
PROPOSED SEWER CLEANOUT
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN
PROPOSED DRIVEWAY APRON
PROPOSED CURB & GUTTER
PROPOSED STORM DRAIN
PROPOSED JOINT TRENCH
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED ADA PATH OF TRAVEL
PROPOSED PICNIC/EMPLOYEE EATING AREA
RETAINING WALL (PLANTABLE IF OVER 4' TALL)
SOUNDWALL

REFER TO SHEET LS-03 FOR PLANT SCHEDULE AND LANDSCAPE CODE INFORMATION.

REFER TO LIGHTING PLANS FOR PROPOSED PARKING LOT PHOTOMETRY.

TREE PROTECTION NOTE:
NO MECHANICAL EQUIPMENT OR TRENCHING WITHIN THE DRIP LINE OF THE TREES TO AVOID DISTURBANCE OF THE ROOT SYSTEM, AND NO EXCESSIVE PRUNING OR EQUIPMENT AROUND THE CANOPY TO CAUSE INJURY TO BRANCHES, TRUNK AND COMPACTION OF ROOTS. IF THE EXISTING TREES ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES, THE TREE IS TO BE REPLACED BY ONE OF THE SAME SPECIES AND OF THE SAME SIZE DIAMETER AT BREAST HEIGHT.

EXISTING EASEMENTS:

(19) AN EASEMENT FOR PRIVATE DRAINAGE AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JULY 24, 2007 AS TRACT MAP NO. 20308 OF TRACT MAP.

AS-BUILT
SIGNATURE DATE
PRINTED NAME P.E. No.
My Registration Expires

UTILITY NOTE
ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE PLOTTED FROM RECORD DATA. AT THEIR APPROXIMATE LOCATIONS. UNDERGROUND FACILITIES MAY EXIST WHICH HAVE NOT BEEN REPORTED OR ARE NOT OF RECORD. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL PERTINENT UTILITIES IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

ELIMINATE AND PREVENT FOOD WASTE

811 Underground Service Alert

Kimley»Horn
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CONSTRUCTION RECORD	
CONTRACTOR	
INSPECTOR	
DATE COMPLETED	

NO.	REFERENCES	BY	REVISIONS	DATE	APP'D

DATUM
VERTICAL DATUM: NAVD 88
HORIZONTAL DATUM: NAD 83, ZONE 6, EPOCH 1991.35

SCALE
HORIZONTAL: AS SHOWN
VERTICAL: AS SHOWN

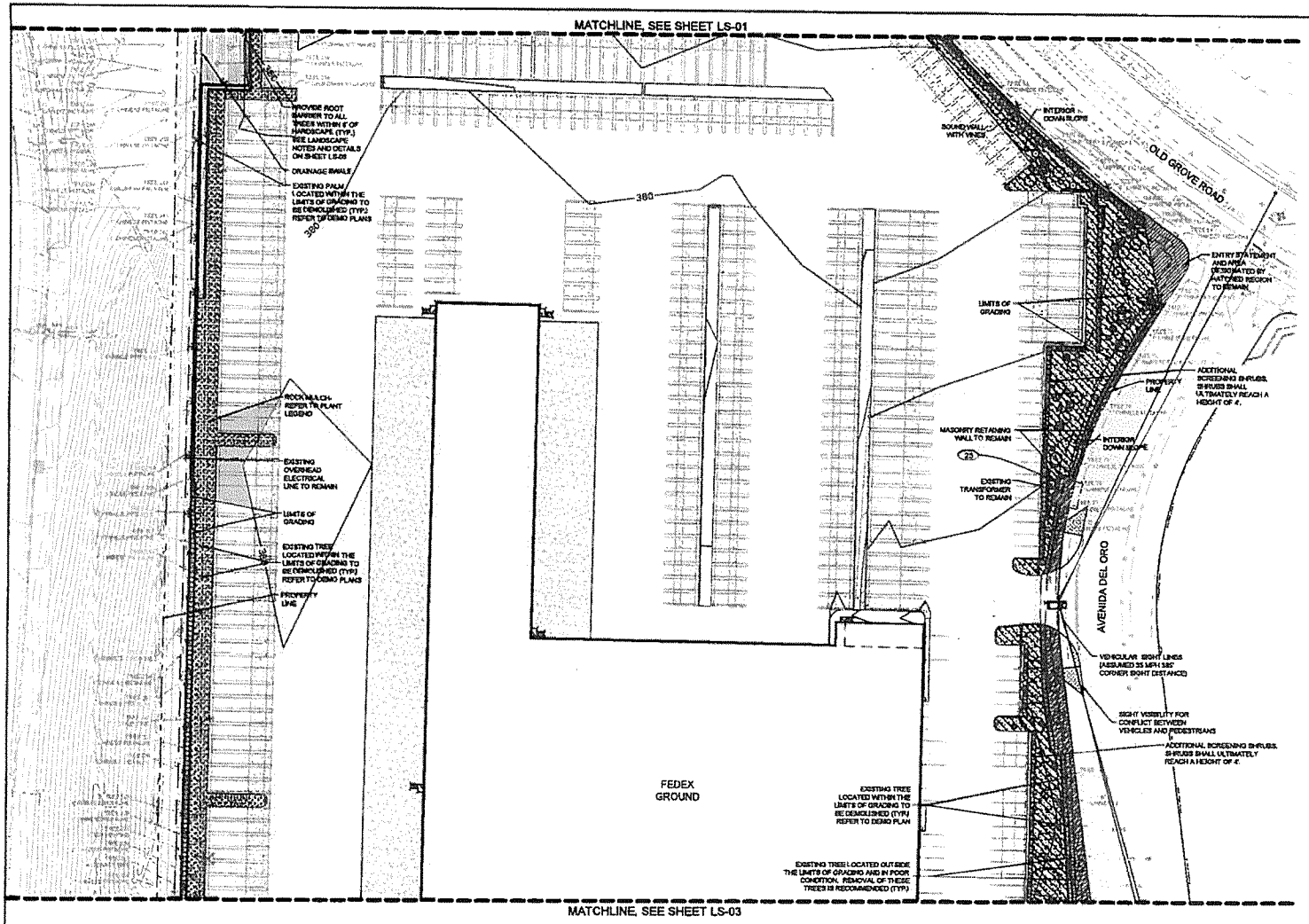
DESIGNED BY: JOSEPH R. STURDEVANT
DRAWN BY: JOSEPH R. STURDEVANT
RESPONSIBLE CHARGE OF WORK: DATE
R.C.E. No.

LANDSCAPE PLAN

CITY OF OCEAN SIDE
FEDEX GROUND
AVENIDA DEL ORO & OLD GROVE ROAD

LS-01
DRAWING NO.
085671001
PROJECT NO.

K:\SND_ENV\085671001 - PCBP\DESIGN\PLAN SHEET\671001-LS-PLAN-1.DWG 8/18/2014 3:29:03 PM



UTILITY LEGEND

PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING CENTER LINE
EXISTING CURB & GUTTER
DC CONTOUR MAJOR
TY. CONTOUR MINOR
PROPOSED SPOT ELEVATION
PROPOSED SIDEWALK
PROPOSED SEWER CLEANOUT
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN
PROP DRIVEWAY APRON
PROPOSED CURB & GUTTER
PROPOSED STORM DRAIN
PROPOSED JOINT TRENCH
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED ADA PATH OF TRAVEL
PROPOSED PICNIC/EMPLOYEE EATING AREA
RETAINING WALL (CLAYTABLE 8" OVER 4' TALL)
SOUNDWALL

REFER TO SHEET LS-05 FOR PLANT SCHEDULE AND LANDSCAPE CODE INFORMATION.

REFER TO LIGHTING PLANS FOR PROPOSED PARKING LOT PHOTOMETRY.

TREE PROTECTION NOTE:
NO MECHANICAL EQUIPMENT OR TRENCHING WITHIN THE DRIP LINE OF THE TREES TO AVOID DISTURBANCE OF THE ROOT SYSTEM, AND NO EXCESSIVE PRUNING OR EQUIPMENT AROUND THE CANOPY TO CAUSE INJURY TO BRANCHES, TRUNK AND COMPACTION OF ROOTS. IF THE EXISTING TREES ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES, THE TREE IS TO BE REPLACED BY ONE OF THE SAME SPECIES AND OF THE SAME SIZE DIAMETER AT BREAST HEIGHT.

EXISTING EASEMENTS:

(23) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED AUGUST 23,2007 AS INSTRUMENT NO. 2007-0562348 OF OFFICIAL RECORDS.
(THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION)

AS-BUILT

SIGNATURE _____ DATE _____
_____ P.E. No. _____
Printed Name
My Registration Expires Discipline

UTILITY NOTE

ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE PLOTTED FROM RECORD DATA AT THEIR APPROXIMATE LOCATIONS. UNDERGROUND FACILITIES MAY EXIST WHICH HAVE NOT BEEN REPORTED OR ARE NOT OF RECORD. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL PERTINENT UTILITIES IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

ASSESSOR'S PARCEL MAP PRELIMINARY NOT FOR CONSTRUCTION

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CONSTRUCTION RECORD	REFERENCES	No.	REVISIONS	Date	App'd
CONTRACTOR					
INSPECTOR					
DATE COMPLETED					

DATUM
VERTICAL DATUM: NAVD 88
HORIZONTAL DATUM: CCS 83, ZONE 6, EPOCH 1991.35

SCALE
HORIZONTAL: AS SHOWN
VERTICAL: AS SHOWN

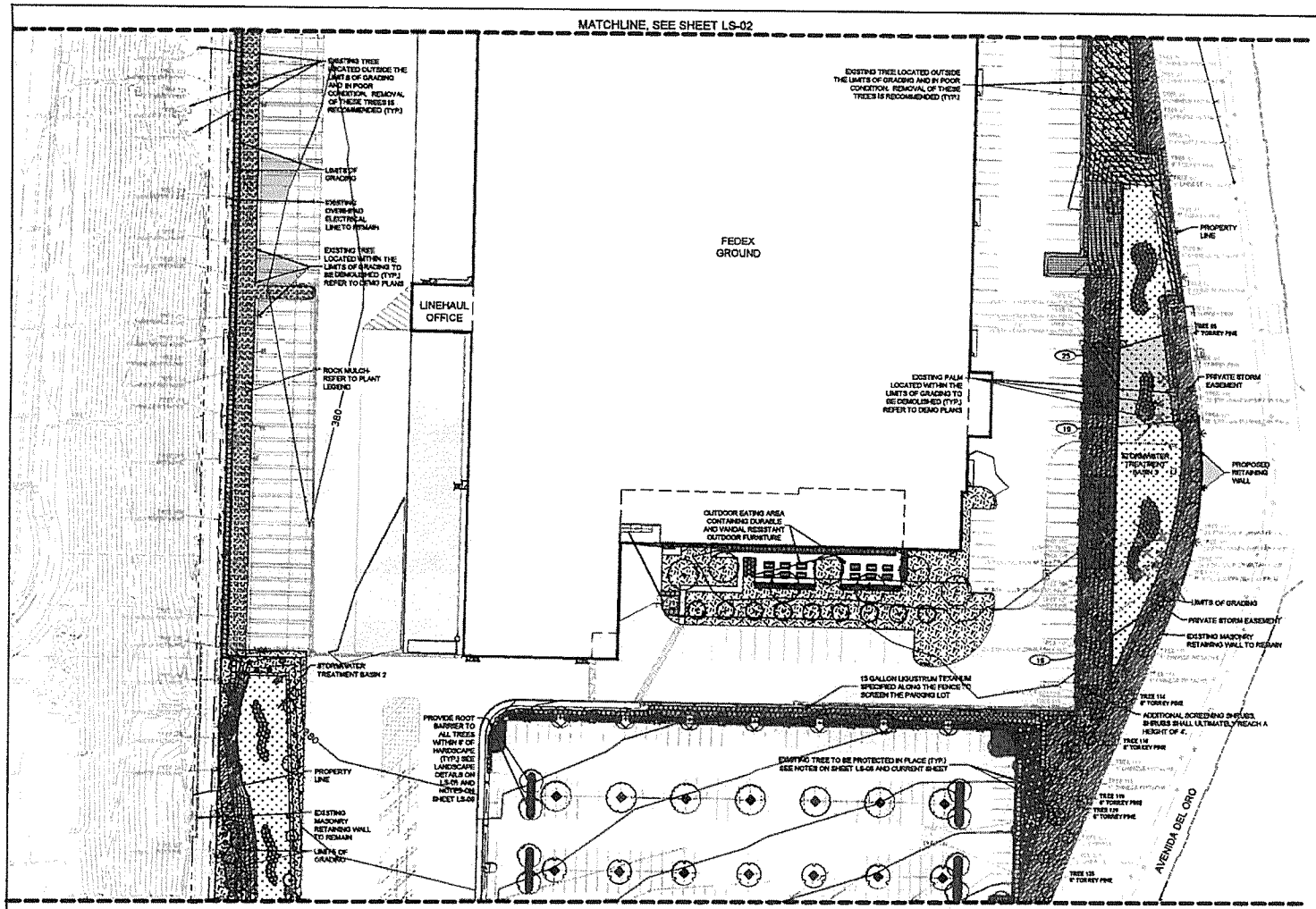
DESIGNED BY: JOSEPH R. SWANSON
RESPONSIBLE CHARGE OF WORK: _____ DATE: _____
DRAWN BY: JOSEPH R. SWANSON
R.C.E. No. _____

LANDSCAPE PLAN

CITY OF OCEAN SIDE
FEDEX GROUND
AVENIDA DEL ORO & OLD GROVE ROAD

DRAWING NO. LS-02
PROJECT NO. 095671001

K:\SND_DWG\095671001 - PCBP\DESIGN\PLAN SHEET\671001-LS-PLAN-2.DWG 8/18/2014 3:31:25 PM



UTILITY LEGEND

PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING CENTER LINE
EXISTING CURB & GUTTER
EX. CONTOUR MAJOR
EX. CONTOUR MINOR
PROPOSED SPOT ELEVATION
PROPOSED SIDEWALK
PROPOSED SEWER CLEANOUT
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN
PROP. DRIVEWAY APRON
PROPOSED CURB & GUTTER
PROPOSED STORM DRAIN
PROPOSED JOINT TRENCH
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED ADA PATH OF TRAVEL
PROPOSED PROMC/EMPLOYEE EATING AREA
RETAINING WALL (PLANTABLE IF OVER 4' TALL)
BOUNDARY

REFER TO SHEET LS-05 FOR PLANT SCHEDULE AND LANDSCAPE CODE INFORMATION.

REFER TO LIGHTING PLANS FOR PROPOSED PARKING LOT PHOTOMETRY.

TREE PROTECTION NOTE:
NO MECHANICAL EQUIPMENT OR TRENCHING WITHIN THE DRIP LINE OF THE TREES TO AVOID DISTURBANCE OF THE ROOT SYSTEM, AND NO EXCESSIVE PRUNING OR EQUIPMENT AROUND THE CANOPY TO CAUSE INJURY TO BRANCHES, TRUNK AND COMPACTION OF ROOTS. IF THE EXISTING TREES ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES, THE TREE IS TO BE REPLACED BY ONE OF THE SAME SPECIES AND OF THE SAME SIZE DIAMETER AT BREAST HEIGHT

EXISTING EASEMENTS:

(19) AN EASEMENT FOR PRIVATE DRAINAGE AND INCIDENTAL PURPOSES; SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JULY 24, 2007 AS TRACT MAP NO. 20308 OF TRACT MAP

(25) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED AUGUST 23,2007 AS INSTRUMENT NO. 2007-0562345 OF OFFICIAL RECORDS.
(THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION)

AS-BUILT	UTILITY NOTE
SIGNATURE _____ DATE _____ Printed Name _____ P.E. No. _____ My Registration Expires _____ Discipline _____	ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE PLOTTED FROM RECORD DATA AT THEIR APPROXIMATE LOCATIONS. UNDERGROUND FACILITIES MAY EXIST WHICH HAVE NOT BEEN REPORTED OR ARE NOT OF RECORD. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL PERTINENT UTILITIES IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

GRAPHIC SCALE IN FEET 0 30 60 90

NORTH

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CONSTRUCTION RECORD	REFERENCES	By	REVISIONS	Date	Appd
CONTRACTOR:					
INSPECTOR:					
DATE COMPLETED:					

DATUM: VERTICAL DATUM: NAVD 88; HORIZONTAL DATUM: CCS '83, ZONE 6, EPOCH 1991.35

SCALE: HORIZONTAL AS SHOWN; VERTICAL AS SHOWN

DESIGNED BY: JOSEPH R. STARBUCK — RESPONSIBLE CHARGE OF WORK: _____ DATE: _____ R.C.E. No. _____
DRAWN BY: JOSEPH R. STARBUCK

LANDSCAPE PLAN

CITY OF OCEAN SIDE
FEDEX GROUND
AVENIDA DEL ORO & OLD GROVE ROAD

LS-03 — DRAWING NO.
095671001 — PROJECT NO.

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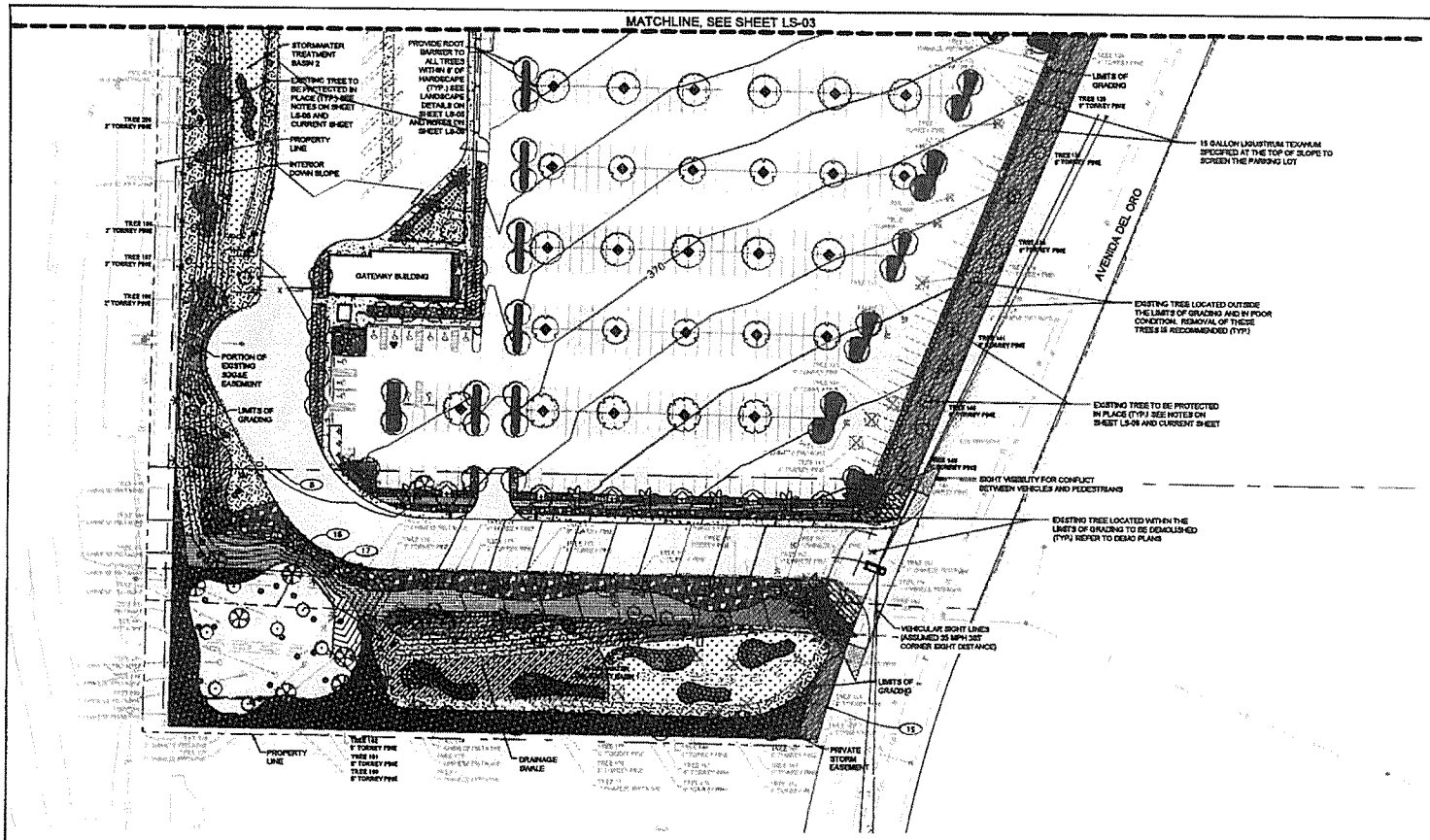

UTILITY LEGEND

PROJECT BOUNDARY
EXISTING LOT LINES
LIMITING HEIGHT-OF-BUILT
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING CENTER LINE
LIMITING CURB & GUTTER
EX. CONTOUR MAJOR
EX. CONTOUR MINOR
PROPOSED SPOT ELEVATION
PROPOSED SIDEWALK
PROPOSED SEWER LATERAL
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN
PROP. DRIVEWAY APRON
PROPOSED CURB & GUTTER
PROPOSED STORM DRAIN
PROPOSED JOINT TRENCH
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED ADA PATH OF TRAVEL
PROPOSED PCMC/EXPLOSIVE EXEMPT AREA
RETAINING WALL (H DISTANCE 8' OVER 4' TALL)
SCREENWALL

REFER TO SHEET LS-05 FOR PLANT SCHEDULE AND LANDSCAPE CODE INFORMATION

REFER TO LIGHTING PLANS FOR PROPOSED PARKING LOT PHOTOMETRY

TREE PROTECTION NOTE:
NO MECHANICAL EQUIPMENT OR TRENCHING WITHIN THE DRIP LINE OF THE TREES TO AVOID DISTURBANCE OF THE ROOT SYSTEM, AND NO EXCESSIVE PRUNING OR EQUIPMENT AROUND THE CANOPY TO CAUSE INJURY TO BRANCHES, TRUNK AND COMPACTION OF ROOTS. IF THE EXISTING TREES ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES, THE TREE IS TO BE REPLACED BY ONE OF THE SAME SPECIES AND OF THE SAME SIZE DIAMETER AT BREAST HEIGHT.

EXISTING EASEMENTS:

(E) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED JULY 26, 1950 AS BOOK 3711, PAGE 430 OF OFFICIAL RECORDS.

(E) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED NOVEMBER 09, 2006 AS INSTRUMENT NO. 2006-0800403 OF OFFICIAL RECORDS.

(E) AN EASEMENT FOR PUBLIC UTILITIES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, IN FAVOR OF SAN DIEGO GAS & ELECTRIC COMPANY, RECORDED FEBRUARY 01, 2007 AS INSTRUMENT NO. 2007-0073070 OF OFFICIAL RECORDS.

(E) AN EASEMENT FOR PRIVATE DRAINAGE AND INCIDENTAL PURPOSES, SHOWN OR DEDICATED ON THE MAP FILED OR RECORDED JULY 24, 2007 AS TRACT MAP NO. 20308 OF TRACT MAPS

AS-BUILT
SIGNATURE _____ DATE _____
Printed Name _____ P.E. No. _____
My Registration Expires _____ Discipline _____

UTILITY NOTE
ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE PLOTTED FROM RECORD DATA AT THEIR APPROXIMATE LOCATIONS. UNDERGROUND FACILITIES MAY EXIST WHICH HAVE NOT BEEN REPORTED OR ARE NOT OF RECORD. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL PERTINENT UTILITIES IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

GRAPHIC SCALE IN FEET
0 20 40 80

NORTH

PROFESSIONAL ENGINEER — LIMITED RESPONSIBILITY FOR WORK PERFORMED BY OTHERS — CALIFORNIA

811 Dig Alert

Kimley»Horn
401 B Street, Suite 600, San Diego, California 92101
Phone: 619.234.9411
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LS-04

CONSTRUCTION RECORD	REFERENCES	By	REVISIONS	Rdn	Apd
CONTRACTOR:					
INSPECTOR:					
DATE COMPLETED:					

DATUM
VERTICAL DATUM: NAVD 88
HORIZONTAL DATUM: CCS 83, ZONE 6, EPOCH 1991.35

SCALE	
HORIZONTAL	AS SHOWN
VERTICAL	AS SHOWN

PREPARED BY	DRAWN BY
JOSEPH R. KIMBRICK	JOSEPH R. KIMBRICK
RESPONSIBLE CHARGE OF WORK:	DATE:
	R.C.E. No.:

LANDSCAPE PLAN

CITY OF OCEAN SIDE
FEDEX GROUND
AVENIDA DEL ORO & OLD GROVE ROAD

DRAWING NO.
095671001
PROJECT NO.

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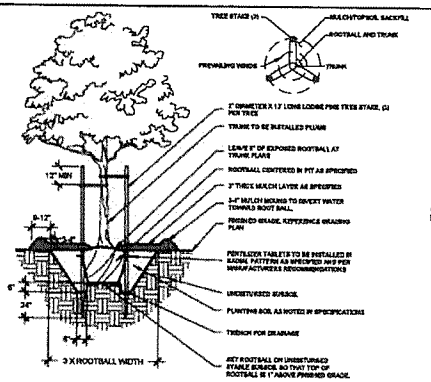
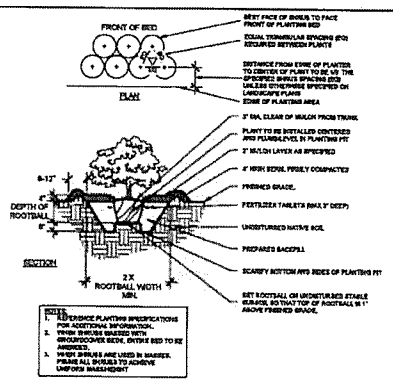


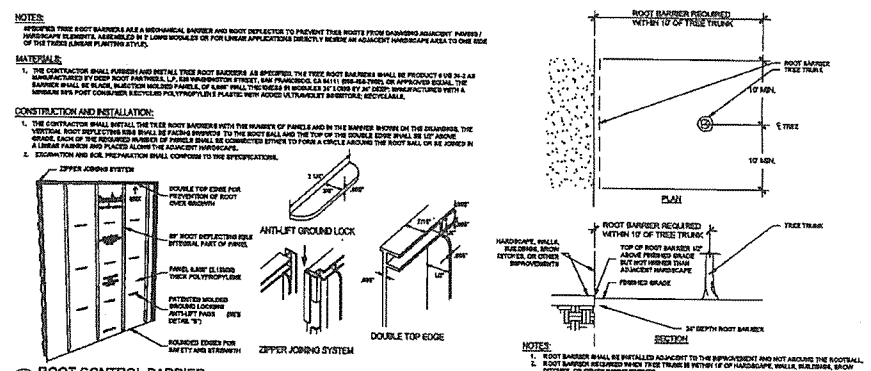
A TREE PLANTING

NTS



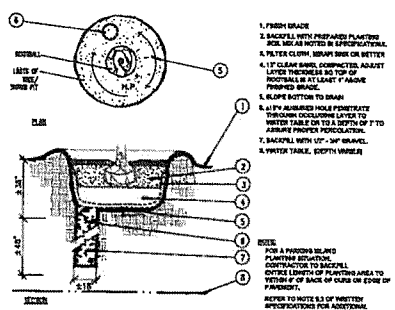
B TYPICAL SHRUB PLANTING

NTS



C ROOT CONTROL BARRIER

NTS



D POOR DRAINAGE CONDITION

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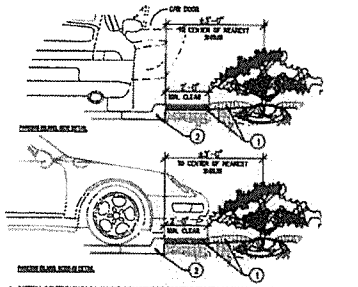
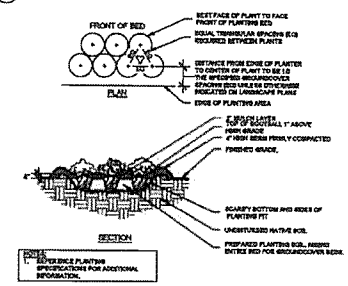


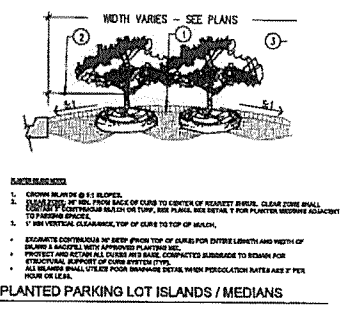
E PARKING SPACE/ CURB PLANTING

NTS

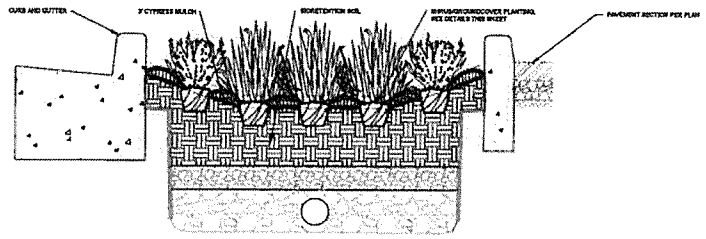


F TYPICAL GROUNDCOVER PLANTING

NTS

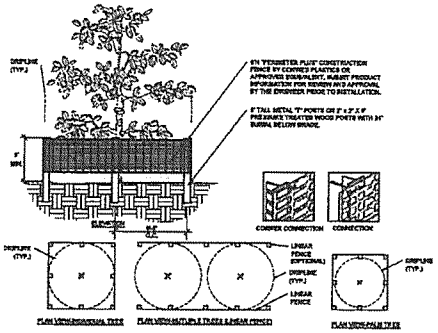


G PLANTED PARKING LOT ISLANDS / MEDIANS



H PLANTING/MULCHING IN STORMWATER TREATMENT PONDS

NTS



I TREE PRESERVATION FENCE

NTS

AS-BUILT	UTILITY NOTE
SIGNATURE ____ DATE ____ P.E. No. ____ Printed Name ____ My Registration Expires ____ Discipline ____	ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE PLOTTED FROM RECORD DATA AT THEIR APPROXIMATE LOCATIONS. UNDERGROUND FACILITIES MAY EXIST WHICH HAVE NOT BEEN REPORTED OR ARE NOT OF RECORD. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL PERTINENT UTILITIES IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

PRELIMINARY NOT FOR CONSTRUCTION

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LS-05

CONSTRUCTION RECORD	REFERENCES	By	REVISIONS	Date	Ins'd	DATUM	SCALE	DESIGNED BY: JOSEPH R. STARBUCK	DRAWN BY: JOSEPH R. STARBUCK
CONTRACTOR: INSPECTOR: DATE COMPLETED:			REFERENCE SHEET 5 - OWNER AND SIGNATURE NOTES, AND SCHEDULES			HORIZONTAL: AS SHOWN VERTICAL: AS SHOWN		RESPONSIBLE CHARGE OF WORK: DATE: R.C.E. No.:	

LANDSCAPE DETAILS

CITY OF OCEAN SIDE

FEDEX GROUND

AVENIDA DEL ORO & OLD GROVE ROAD

DRAWING NO. 095871001

PROJECT NO.

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PLANT SCHEDULE FEDEX GROUND

TREES CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	WUCOLS
AA	22	Archontophoenix alexandrae / King Palm Brown Trunk Height - Height from the planted finished grade to the base of the palm fronds	-		12' BTH	M
CC	25	Cinnamomum camphora / Camphor Tree	24"box	3.5"Cal	13-14' Ht. x 5-6' Spr.	M
CC2	15	Cinnamomum camphora / Camphor Tree	24"box	3.5"Cal	14-16' Ht. x 6-7' Spr.	M
CA	34	Cupaniopsis anacardioides / Carrot Wood	24"box	1.5"Cal	9-11' Ht. x 4-5' Spr.	M
HF	4	Hymenosporum flavum / Sweetshade	24"box	2.5"Cal	13-14' Ht. x 5-6' Spr.	M
PM	19	Phoenix dactylifera 'Medjool' / Date Palm Brown Trunk Height - Height from the planted finished grade to the base of the palm fronds	-		25' BTH	L
PT	118	Pinus torreyana / Torrey Pine	15 gal	0.5"Cal	4-5' Ht. x 2-3' Spr.	L
PC2	8	Pistacia chinensis / Chinese Pistache	15 gal	0.75"Cal	7-8' Ht. x 2'-3' Spr.	M
PC	21	Pistacia chinensis / Chinese Pistache	24"box	2.5"Cal	13-14' Ht. x 6-7' Spr.	M
PA	3	Platanus mexicana 'Alamo' / Mexican Sycamore	24"box	2.5"Cal	14-16' Ht. x 6-7' Spr.	M
PCK	25	Prunus cerasifera 'Krauter Vesuvius' / Purple Leaf Plum	24"box	1.5"Cal	9-11' Ht. x 3-4' Spr.	M
PCK-R	37	Prunus cerasifera 'Krauter Vesuvius' / Purple Leaf Plum Trees slated for planting along the western parking lot edge, but relocated due to conflicts with adjacent trailer parking.	24"box	1.5"Cal	9-11' Ht. x 3-4' Spr.	M
SR	15	Syagrus romanzoffiana / Queen Palm Brown Trunk Height - Height from the planted finished grade to the base of the palm fronds	-		12' BTH	M
TS	32	Tristania conferta / Brisbane Box	24"box	1.5"Cal	10-12' Ht. x 4-5' Spr.	M

SHRUBS CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SPACING	SIZE	WUCOLS
AE	65	Abelia x grandiflora 'Edward Goucher' / Glossy Abelia 36" O.C.	5 gal	36" O.C.	24" Ht. x 24" Spr.	M
AF	47	Anigozanthos flavidus 'Harmony' / Kangaroo Paw	5 gal	48" O.C.	24" Ht. x 18" Spr.	L
CH	24	Calliandra haematocephala / Pink Powder Puff	1 gal	30" O.C.	24" Ht. x 20" Spr.	M
CL	3	Cotoneaster lacteus / Cotoneaster	5 gal	72" O.C.	30" Ht. x 30" Spr.	L
HSS	123	Hemerocallis x 'Starburst Salmon' TM / Starburst Salmon Daylily	1 gal	30" O.C.	12" Ht. x 12" Spr.	M
HG	151	Hemerocallis 'Betty Woods' / Daylily	1 gal	30" O.C.	12" Ht. x 12" Spr.	M
LT	1,086	Ligustrum texanum / Texas Privet	5 gal	48" O.C.	30" Ht. x 24" Spr.	M
MV	1,020	Miscanthus sinensis 'Variegatus' / Variegated Maiden Grass	1 gal	48" O.C.	24" Ht. x 20" Spr.	M
PTD	295	Phormium tenax 'Dark Delight' / Red New Zealand Flax	5 gal	36" O.C.	24" Ht. x 24" Spr.	L
RI2	161	Rhaphiolepis indica 'Ballerina' / Ballerina Indian Hawthorn	5 gal	30" O.C.	24" Ht. x 24" Spr.	L
RI	375	Rhaphiolepis indica 'Ballerina' / Ballerina Indian Hawthorn	5 gal	30" O.C.	12" Ht. x 12" Spr.	L

VINE/ESPALIER CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SPACING	SIZE	WUCOLS
FP	785	Ficus pumila / Creeping Fig	5 gal	36" O.C.	30" Ht. x 30" Spr.	M

GROUND COVERS CODE	QTY	BOTANICAL NAME / COMMON NAME	CONT	SPACING	SIZE	WUCOLS
-H	11,308 sf	- / Hydroseed Note: See table below for mix.	-			
CF-12	88,177	Carex flacca / Blue Sedge	flat	12" O.C.	6" Ht. x 8" Spr.	M
CF-18	2,515	Carex flacca / Blue Sedge	flat	18" O.C.	6" Ht. x 8" Spr.	M
CG-18	2,886	Carissa grandiflora 'Green Carpet' / Natal Plum	flat	18" O.C.	6" Ht. x 12" Spr.	M
FE-12	784	Festuca cinerea 'Elijah's Blue' / Elijah's Blue Fescue	flat	12" O.C.	6" Ht. x 8" Spr.	M
FO-6	80,658	Festuca ovina / Sheep Fescue	flat	6" O.C.	6" Ht. x 8" Spr.	M
HH-36	232	Hedera helix 'Hahn's' / Hahn's English Ivy	1 gal	36" O.C.	8" Ht. x 12" Spr.	M
HC-12	7,431	Hypericum calycinum / Aaron's Beard	flat	12" O.C.	8" Ht. x 8" Spr.	M
HB-18	1,847	Hypericum calycinum / Aaron's Beard	flat	18" O.C.	8" Ht. x 8" Spr.	M
LD-12	38,698	Lampranthus deltoides / Pink Ice Plant	flat	12" O.C.	8" Ht. x 12" Spr.	L
LS-12	1,434	Lampranthus spectabilis / Trailing Ice Plant	flat	12" O.C.	8" Ht. x 12" Spr.	L
LS-18	2,180	Lampranthus spectabilis / Trailing Ice Plant	flat	18" O.C.	8" Ht. x 12" Spr.	L
MP-36	2,887	Myoporum x 'Pacificum' / Myoporum	flat	36" O.C.	6" Ht. x 12" Spr.	L
-R	21,943 sf	Pewter Grey Rock Mulch Note: Install at 3" depth	-		3/4"	
ZJ	4,888	Zoysia japonica 'Meyer' / Zoysia Grass	1 gal	36" O.C.		H

NOTE:
1. ALL GROUND COVER WITHIN PUBLIC VIEW SHED SHALL BE INSTALLED AT 12" O.C.
2. THERE SHALL BE NO HYDROSEED INSTALLED WITHIN THE PUBLIC VIEW SHED.

PARKING LOT LANDSCAPING REQUIREMENTS

TOTAL PARKING SPACES	TREES REQUIRED (1 TREE/6 SPACES)	TREES PROVIDED (PERCENTAGE)	
1,126 SPACES	188 TREES (1,126 TOTAL SPACES / 6 SPACES)	232 TREES IN OR BORDERING THE PARKING AREA (INCLUDES 11 EXISTING PINES)	123%

NOTES:
1. ONE TREE SHALL BE PROVIDED FOR EVERY 6 CONTIGUOUS PARKING SPACES
2. THE CITY OF OCEANSIDE STANDARD REQUIRES THAT 5% OF AREA WITHIN THE PARKING LOT MUST BE DEVOTED TO PLANTING. ADDITIONAL PLANTING REQUIRED TO MEET THIS CODE IS PROPOSED IN THE LANDSCAPE AREAS AROUND THE PERIMETER ADJACENT TO THE PARKING AREAS.

TOTAL PERCENTAGE OF LANDSCAPE PROVIDED

1,682,934 - TOTAL SITE SQUARE FOOTAGE
431,670 - LANDSCAPE SQUARE FOOTAGE
26% LANDSCAPE

HYDROSEED MIXTURE

BOTANICAL NAME	COMMON NAME	MIN. % PURITY/ GERMINATION	LBS/ACRES
AGROSTIS OREGONENSIS	BENT GRASS	75 / 75	12
MELICA CALIFORNICA	CALIFORNIA MELIC	80 / 80	8
VULPIA MICROSTACHYS	SMALL FESCUE	90 / 80	8
ESCHSCHOLZIA CALIFORNICA	CALIFORNIA POPPY	98 / 75	8
LUPINUS TRUNCATUS	LUPINE	85 / 80	2

PLANTING NOTES:

1. FINAL LANDSCAPE PLANS SHALL ACCURATELY SHOW PLACEMENT OF TREES, SHRUBS, AND GROUND COVERS.
2. LANDSCAPE ARCHITECT SHALL BE AWARE OF UTILITY, SEWER, STORM DRAIN EASEMENT AND PLACE PLANTING LOCATIONS ACCORDINGLY TO MEET CITY OF OCEANSIDE REQUIREMENTS.
3. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND ALL CONTRACT DOCUMENTS FOR FURTHER AND COMPLETE INSTRUCTIONS.
4. PLANT LIST QUANTITIES ARE PROVIDED FOR CONVENIENCE. IN THE EVENT OF QUANTITY DISCREPANCIES THE DRAWING SHALL TAKE PRECEDENCE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND/OR CITY'S REPRESENTATIVE.
5. ANY SUBSTITUTION IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY THE LANDSCAPE ARCHITECT AND/OR CITY'S REPRESENTATIVE IN WRITING. ALL PLANTS WILL BE SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT AND/OR CITY'S REPRESENTATIVE BEFORE PLANTING CAN BEGIN.
6. THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS, AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. GROUND COVERS OR BARK MULCH SHALL FILL IN BETWEEN THE SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION AND RUN-OFF. ALL THE FLOWER AND SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER THE SOIL TEMPERATURE AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE CITY OF OCEANSIDE GUIDELINES.
7. ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED BY OWNER (I.E. INTERIOR DOWN SLOPES, ENTRY SIGNS/MONUMENTS, WALLS BOTH RETAINING AND SOUND). THE LANDSCAPE AREAS SHALL BE MAINTAINED PER CITY OF OCEANSIDE REQUIREMENTS.
8. CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO ALL EXISTING UNDERGROUND UTILITIES AND/OR EXISTING ABOVE GROUND ELEMENTS. ALL CHANGES REQUIRED SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE AND SHALL BE COORDINATED WITH THE CITY'S REPRESENTATIVE AND/OR THE LANDSCAPE ARCHITECT.
9. ANY DAMAGE OR DISTURBANCE TO THE EXISTING LANDSCAPE AREAS SHALL BE CORRECTED AND COMPLETED AT THE CONTRACTOR'S EXPENSE. WORK SHALL BE COORDINATED WITH THE CITY'S REPRESENTATIVE AND/OR THE LANDSCAPE ARCHITECT.
10. CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LIMITS OF WORK AND EXISTING CONDITIONS AND VERIFY ALL INFORMATION. IF DISCREPANCIES EXIST, CONTRACTOR SHALL NOTIFY CITY'S REPRESENTATIVE IN WRITING WITHIN SEVEN CALENDAR DAYS OF NOTICE TO PROCEED.
11. CONTRACTOR IS TO REPAIR EXISTING IRRIGATION LINES (DAMAGED DURING CONSTRUCTION) NOT SPECIFICALLY CALLED OUT ON LANDSCAPE AND IRRIGATION PLANS FOR REMOVAL.
12. MULCH SHALL BE CYPRESS BARK MULCH AT 3" DEPTH.
13. ALL TREES WITHIN 5' OF HARDSCAPE OR WITHIN 10' OF PUBLIC RIGHT-OF-WAY SHALL RECEIVE ROOT CONTROL BARRIERS WITH A MINIMUM DEPTH OF 24".
14. PER THE CITY OF OCEANSIDE, TREES SHALL BE SET BACK: A MINIMUM OF 5' FROM TRANSFORMERS, CABLE, AND PULL BOXES; 5' FROM ALL SIDES OF FIRE HYDRANTS; 10' FROM THE CENTERLINE OF ALL UTILITIES WITHOUT EASEMENTS (SEWER, WATER, STORM DRAINS, DOUBLE CHECK DETECTORS, AIR RELIEF VALVES AND GAS); 10' FROM EASEMENT BOUNDARIES (SEWER, WATER, STORM DRAINS, ACCESS OR OTHER UTILITIES); 10' FROM DRIVEWAYS (UNLESS A LINE OF SIGHT IS DETERMINED BY THE TRAFFIC DIVISION TO BE OTHERWISE); 10' FROM TRAFFIC AND DIRECTIONAL SIGNS; 15' MINIMUM FROM STREETLIGHTS, OTHER UTILITY POLES (DETERMINED BY SPECIFICATIONS). STREET TREES SHALL BE PLANTED 5' OUTSIDE RIGHT-OF-WAY IF THE RIGHT-OF-WAY DOES NOT ALLOW SPACE, SUBJECT TO THE CITY ENGINEER'S APPROVAL. LINE OF SIGHT AT ARTERIALS, COLLECTOR AND LOCAL STREET TREES SHALL BE REVIEWED AND DETERMINED BY TRAFFIC ENGINEER. A MINIMUM OF 25' FROM STREET INTERSECTION OR AS APPROVED BY THE TRAFFIC ENGINEER. MINIMUM 15' STREETLIGHT AND STOP SIGN CLEARANCE, OR DETERMINED BY SPECIFICATIONS. SCREEN ALL UTILITIES ACCORDING TO SPECIFIC AGENCY REQUIREMENTS.
15. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN PLANTED AREAS BY MEANS OF WATERING, PRUNING, RAISING TREE ROOT BALLS WHICH SETTLE BELOW GRADE, APPLICATION OF SPRAYS WHICH ARE NECESSARY TO KEEP THE PLANTINGS FREE OF INSECTS AND DISEASES, FERTILIZING, WEEDING, EDGING AND/OR OTHER OPERATIONS NECESSARY FOR PROPER CARE AND UPKEEP. THE MAINTENANCE DURATION SHALL LAST FOR ONE YEAR PAST FINAL INSPECTION.
16. CONTRACTOR TO REESTABLISH TURF TO MATCH EXISTING IN ALL AREAS TO BE DISTURBED BY CONSTRUCTION.
17. LANDSCAPE CONTRACTOR TO TAG AND HOLD ALL PLANT MATERIAL A MINIMUM OF 30 DAYS PRIOR TO DATE OF INSTALLATION. ALL PLANT MATERIAL SUBSTITUTIONS MADE WITHIN THE 30 DAYS PRIOR TO INSTALLATION TO BE THE NEXT SIZE LARGER AT NO ADDITIONAL COST TO THE CITY.
18. REFER TO IRRIGATION PLANS FOR ADDITIONAL INFORMATION ABOUT HYDROZONES.
19. TREE PROTECTION FENCING SHALL BE ADDED AROUND ALL EXISTING TREES TO REMAIN. FENCING SHALL BE INSTALLED BEFORE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. REFER TO LANDSCAPE DETAILS.
20. NO TREES, STRUCTURES OR BUILDING OVERHANG SHALL BE LOCATED WITHIN ANY WATER OR WASTEWATER UTILITY EASEMENT.
21. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR AND SHALL MAINTAIN THE LANDSCAPE ONE YEAR PAST FINAL INSPECTION.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

MICHAEL P. MADSEN, LLA 5798

AS-BUILT

SIGNATURE ______ DATE ______
Printed Name ______ P.E. No. ______
My Registration Expires ______ Discipline ______

UTILITY NOTE

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CONSTRUCTION RECORD: CONTRACTOR: / INSPECTOR: / DATE COMPLETED:

REFERENCES | REVISIONS

DATUM: VERTICAL DATUM: NAVD 88; HORIZONTAL DATUM: CCS 83, ZONE 6, EPOCH 1991.35

SCALE: HORIZONTAL AS SHOWN; VERTICAL AS SHOWN

DESIGNED BY: JOSEPH R. STARBUCK; DRAWN BY: JOSEPH R. STARBUCK
RESPONSIBLE CHARGE OF WORK: DATE: ______ R.C.E. No: ______

LANDSCAPE DETAILS

Kimley»Horn
401 B Street, Suite 600, San Diego, California 92101
Phone: 619.234.9411
www.kimley-horn.com

CITY OF OCEAN SIDE
FEDEX GROUND
AVENIDA DEL ORO & OLD GROVE ROAD

LS-06
DRAWING NO.
095871001
PROJECT NO.

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IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
M M M	Hunter MP1000 PROS-06-CV-R Turf Rotator, 6" (15.24 cm) pop-up with check valve, reclaimed body cap, pressure regulated to 45 psi (2.76 bar), MP Rotator nozzle on PRS-40 body. M=Maroon adj arc 90 to 210, L=Light Blue 210 to 270 arc, O=Olive 360 arc.
M M M	Hunter MP2000 PROS-06-CV-R Turf Rotator, 6" (15.24 cm) pop-up with check valve, reclaimed body cap, pressure regulated to 40 psi (2.76 bar), MP Rotator nozzle on PRS-40 body. K=Black adj arc 90-210, G=Green adj arc 210-270, R=Red 360 arc.
M M M	Hunter MP3000 PROS-06-CV-R Turf Rotator, 6" (15.24 cm) pop-up with factory installed check valve, reclaimed body cap, pressure regulated to 40 psi (2.76 bar), MP Rotator nozzle on PRS-40 body. B=Blue adj arc 90-210, Y=Yellow adj arc 210-270, A=Gray 360 arc.
MP	Hunter MP3500 PROS-06-CV-R Turf Rotator, 6.0" Pop-up with factory installed check valve, reclaimed purple cap, pressure regulated to 40 psi, MP Rotator nozzle on PRS-40 body. LB=light brown adjustable arc, 90-210.
1	Hunter MP Corner PROS-06-CV-R Turf Rotator, 6" (15.24 cm) pop-up with factory installed check valve, reclaimed body cap, pressure regulated to 40 psi (2.76 bar), MP Rotator nozzle on PRS-40 body. T=Turquoise adj arc 45-105.
LST RST SST	Hunter MP Strip PROS-06-CV-R Turf Rotator, 6" (15.24 cm) pop-up with factory installed check valve, reclaimed body cap, pressure regulated to 40 psi (2.76 bar), MP Rotator nozzle on PRS-40 body. LST=Ivory left strip, SST=Brown side strip, RST=Copper right strip.
	Hunter RZWS-18-60 18" long RZWS with 0.50 GPM bubbler, 1/2" swing joint for connection to 1/2" pipe. Purple cover for reclaimed water use.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
10	Hunter I-20-04-HF-NCV-R Turf Rotor, 4.0" Pop-Up, Adjustable and Full Circle, Plastic Riser. High Flow Nozzle. Reclaimed Water Purple ID.
13	Hunter I-20-04-HF-NCV-R Turf Rotor, 4.0" Pop-Up, Adjustable and Full Circle, Plastic Riser. High Flow Nozzle. Reclaimed Water Purple ID.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Hunter ICZ-101-40 Drip Control Zone Kit, 1" ICV Globe Valve with 1" HY100 filter system. Pressure Regulation: 40psi. Flow Range: 2 GPM to 20 GPM, 150 mesh stainless steel screen. Purple handle for reclaimed water use.
	Hunter ICZ-151-40 Drip Control Zone Kit, 1-1/2" ICV Globe Valve with 1" HY100 filter system. Pressure Regulation: 40psi. Flow Range: 20 GPM to 80 GPM, 120 mesh stainless steel screen. Purple handle for reclaimed water use.
	Hunter Flush Valve PLD-CAP (17mm barb x 1.2 MPT with cap) PLD-AVR (1/2" threaded air/vacuum relief valve) Purple for reclaimed water use.
	Hunter Air Relief Valve PLD-AVR 1/2 Threaded air/vacuum relief valve, Purple for reclaimed water use.
	Area to Receive Dripline Hunter PLD-R-18-12 (12) In-Line Pressure Compensating Landscape Dripline with Built-In Check Valve, 1.00PH emitters at 12.0" O.C. Dripline laterals spaced at 12.0" apart, with emitters offset for triangular pattern. UV Resistant. Purple Tubing for Reclaimed Water Use.

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
	Hunter ICV-G-FS-R Remote Control Valve 1", 1-1/2", 2", and 3" Plastic Electric Remote Control Valves. Globe Configuration, with NPT Threaded Inlet/Outlet, for Commercial/Municipal Use. With Filter Sentry Factory Installed Option, and Reclaimed Water ID, Purple Handle.
	Hunter HQ-44LRC-AWR Quick coupler valve, purple rubber locking cover for reclaimed water use. Red brass and stainless steel, with 1" NPT inlet, 2-piece body. Acme Key with Anti-Rotation Wings.
	Nibco Bronze Ball Valve Class 125 bronze ball shut off valve with purple cross handle (for non-potable water supply), same size as mainline pipe diameter at valve location. Size Range - 1/4" - 3"
W	Hunter ICV-G-FS-R Master Valve 2" 1", 1-1/2", 2", and 3" Plastic Electric Master Valve, Globe Configuration, with NPT Threaded Inlet/Outlet, for Commercial/Municipal Use. With Filter Sentry Factory Installed Option, and Reclaimed Water ID, Purple Handle.
BF	Febco 825Y 2" Reduced Pressure Backflow Preventer
C	Hunter ACC-650-PED-SS 2-wire decoder controller with 50 station capacity, metal cabinet, stainless steel pedestal
FS	Hunter HFS-200 Flow Sensor for use with ACC controller, 2" Schedule 40 Sensor Body, 24 VAC, 2 amp.
M	Water Meter 2"
	Irrigation Lateral Line: PVC Schedule 40 PVC Schedule 40 irrigation pipe. Only lateral transition pipe sizes 1" and above are indicated on the plan, with all others being 3/4" in size.
	Irrigation Mainline: PVC Schedule 40

Valve Callout
#1 — Valve Number
3" — Valve Flow
6" — Valve Size

STATE OF CALIF. ESTIMATED WATER USE
(BY HYDROZONE)

TOTAL WATER USE IS CALCULATED BY SUMMING THE AMOUNT OF WATER ESTIMATED FOR EACH HYDROZONE.
WATER USE FOR EACH HYDROZONE IS ESTIMATED WITH THE FOLLOWING FORMULA:

$$EWU\ (HYDROZONE) = \frac{(ETO)\ (PF)\ (HA)\ (.62)}{(IE)}$$

WHERE:
EWU (HYDROZONE) = ESTIMATED WATER USE (GAL/YR.)
ETO = REFERENCE EVAPOTRANSPIRATION (INCHES/YR.)
PF = PLANT ETO ADJUSTMENT FACTOR
HA = HYDROZONE AREA (S.F.)
.62 = CONVERSION FACTOR
IE = IRRIGATION EFFICIENCY

NO EFFECTIVE PRECIPITATION IS ASSUMED IN THESE ESTIMATES.
REFERENCE EVAPOTRANSPIRATION (ETO) FOR THIS PROJECT IS 48.72"

HYDROZONE A (BUBBLER) PF = 0.5 HA = 5,936 (21 TREES AT 282 SF. PER TREE) IE = .9	EWU (L) = $\frac{(48.72)\ (.5)\ (5,936)\ (.62)}{(.9)}$	99,614 GAL/YR.
HYDROZONE B (DRIP) PF = 0.4 HA = 4,000 IE = .95	EWU (L) = $\frac{(48.72)\ (.4)\ (4,000)\ (.62)}{(.95)}$	50,874 GAL/YR.
HYDROZONE C (ROTATOR) PF = 0.4 HA = 243,942 IE = .85	EWU (L) = $\frac{(48.72)\ (.4)\ (243,942)\ (.62)}{(.85)}$	3,467,581 GAL/YR

ESTIMATED TOTAL WATER USE = 3,618,069 GAL/YR.

MAXIMUM APPLIED WATER ALLOWANCE:
(ETO) (ET ADJUSTMENT FACTOR) (LANDSCAPE AREA) (CONVERSION FACTOR) = M.A.W.A.
(48.72)*(0.7)*(247,942)*(.62) = 5,242,805 GAL/YR.
ESTIMATED WATER USE IS 69% OF M.A.W.A.

IRRIGATION METER SIZING OPTIONS

METER SIZE:	APPROXIMATE FLOW:
2"	120 GPM
1 ½"	75 GPM

**AVAILABLE PRESSURE AT THE POINT OF CONNECTION IS UNKNOWN. IF THE PRESSURE IS UNABLE TO PROVIDE THE NECESSARY SYSTEM OPERATING PARAMETERS, ADJUSTMENTS TO THE DESIGN, INCLUDING ADDING A BOOSTER PUMP OR OTHER EQUIPMENT, MAY BE NECESSARY.

IRRIGATION NOTES:

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH A MINIMUM WATER LOSS DUE TO WATER RUN-OFF. IRRIGATION SYSTEMS SHALL USE HIGH QUALITY, AUTOMATIC CONTROL VALVES, CONTROLLERS AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL COMPONENTS SHALL BE OF NON-CORROSIVE MATERIAL. ALL DRIP SYSTEMS SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE CITY OF OCEANSIDE GUIDELINES AND WATER CONSERVATION ORDINANCE.
2. ALL EXISTING IRRIGATION ON THE EXISTING INTERIOR DOWN SLOPES PER PARCEL SHALL BE DISCONNECTED FROM THE MASTER DEVELOPMENT IRRIGATION SYSTEM AND CONNECTED TO THE PERDIC DISTRIBUTION FACILITY. IRRIGATION SYSTEM EXPANSION SHALL BE EXERCISED TO NOT CAUSE OTHER EXISTING SLOPE IRRIGATION FROM BEING NON-OPERATIONAL EITHER OTHER AREAS OF EXISTING SLOPES STILL UNDER THE MAINTENANCE OF THE MASTER DEVELOPMENT.
3. ALL EXISTING IRRIGATION SLEEVES CONTROLLING THE PUBLIC RIGHTS-OF-WAY FARRAGATE ALONG AVENIDA DEL ORO SHALL BE RE-ROUTED OR LOCATED BY THE OWNER INTO THE PUBLIC FAIRWAY WHEN THE PROPOSED ENTRY IS CONSTRUCTED.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.

MICHAEL P. MADSEN, LLA 6798

AS-BUILT	UTILITY NOTE
SIGNATURE _____ DATE _____ Printed Name _____ P.E. No. _____ My Registration Expires _____ Discipline _____	ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE PLOTTED FROM RECORD DATA AT THEIR APPROXIMATE LOCATIONS. UNDERGROUND FACILITIES MAY EXIST WHICH HAVE NOT BEEN REPORTED OR ARE NOT OF RECORD. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL PERTINENT UTILITIES IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

GRAPHIC SCALE IN FEET
0 8' 16'

NORTH

PRELIMINARY NOT FOR CONSTRUCTION

811 Know what's below. Call before you dig.

Kimley»Horn
421 B Street, Suite 600, San Diego, California 92101
Phone: 619.234.9411
www.kimley-horn.com

IR-01

CONSTRUCTION RECORD	REFERENCES	No.	REVISIONS	Init.	App'd
CONTRACTOR:					
INSPECTOR:					
DATE COMPLETED:					

DATUM
VERTICAL DATUM: NAVD 88
HORIZONTAL DATUM: CCS '83, ZONE 6, EPOCH 1991.35

SCALE
HORIZONTAL: AS SHOWN
VERTICAL: AS SHOWN

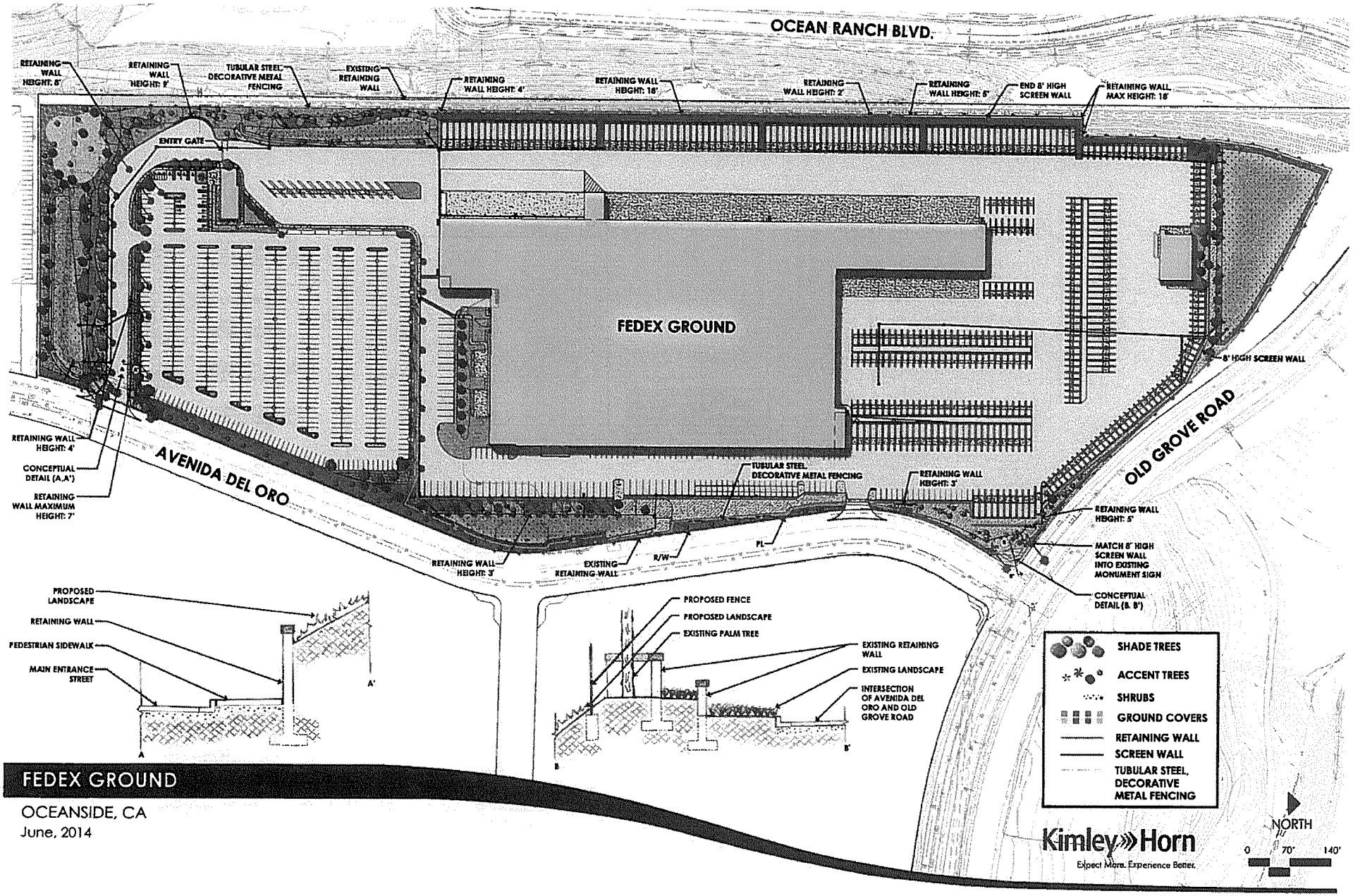
DESIGNED BY: JOSEPH E. STARBUCK
DRAWN BY: JOSEPH E. STARBUCK
RESPONSIBLE CHARGE OF WORK: _____ DATE: _____
R.C.E. No. _____

IRRIGATION CONCEPT PACKAGE

CITY OF OCEAN SIDE
FEDEX GROUND
AVENIDA DEL ORO & OLD GROVE ROAD

DRAWING NO.
095671001
PROJECT NO.

K:\SND_DWG\095671001 - PCSP\DESIGN\PLAN SHEET\871001-IR-DETAILS.DWG 6/2/2014 10:20:57 PM



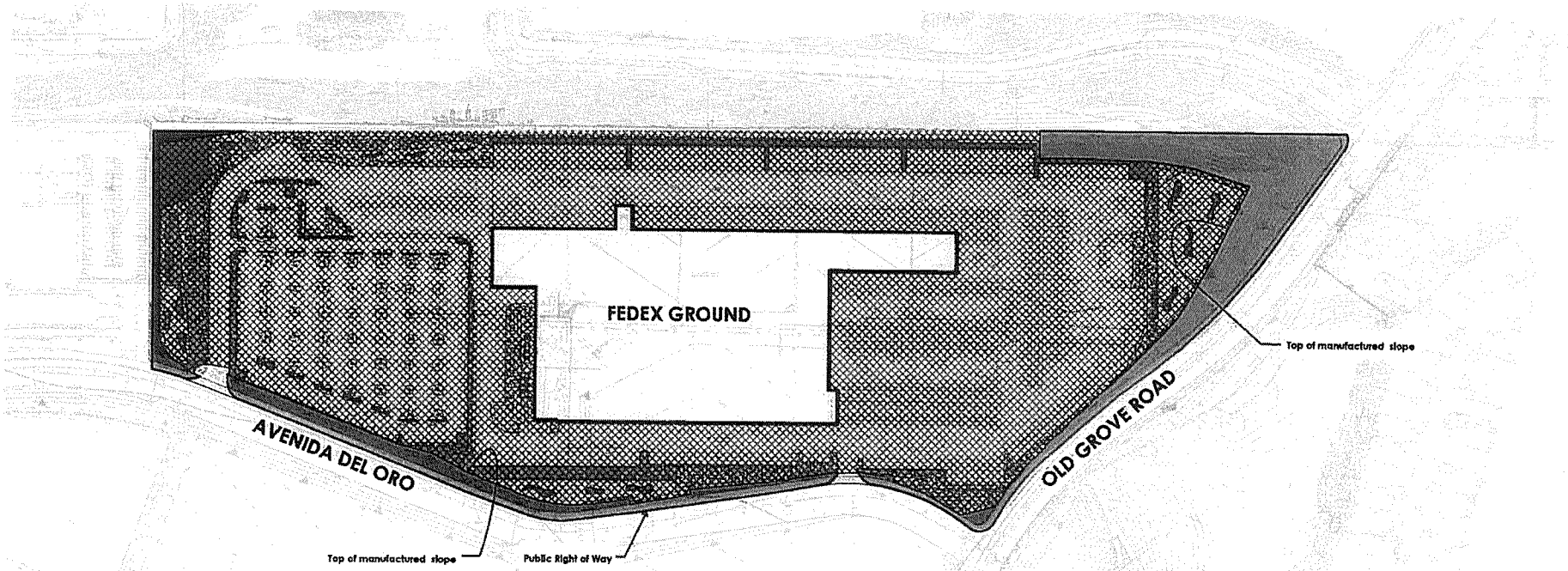
FEDEX GROUND

OCEANSIDE, CA

June, 2014

Kimley»Horn

Expect More. Experience Better.



Legend

"Common Maintenance Area"
(area to be maintained by Pacific Coast Business park)

Area to be maintained by Private Owner
(FedEx Ground)

FEDEX GROUND - MAINTENANCE EXHIBIT

OCEANSIDE, CA
September, 2014

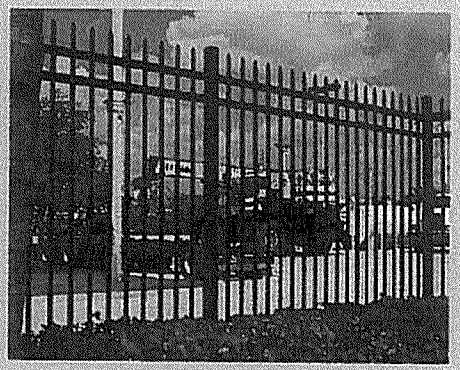
Kimley»Horn
Expect More. Experience Better.

NORTH

0 100' 200'

AMERISTAR MONTAGE COMMERICAL FENCING OPTIONS

MONTAGE COMMERICAL MAJESTIC



MONTAGE COMMERICAL CLASSIC

MONTAGE COMMERICAL GENESIS

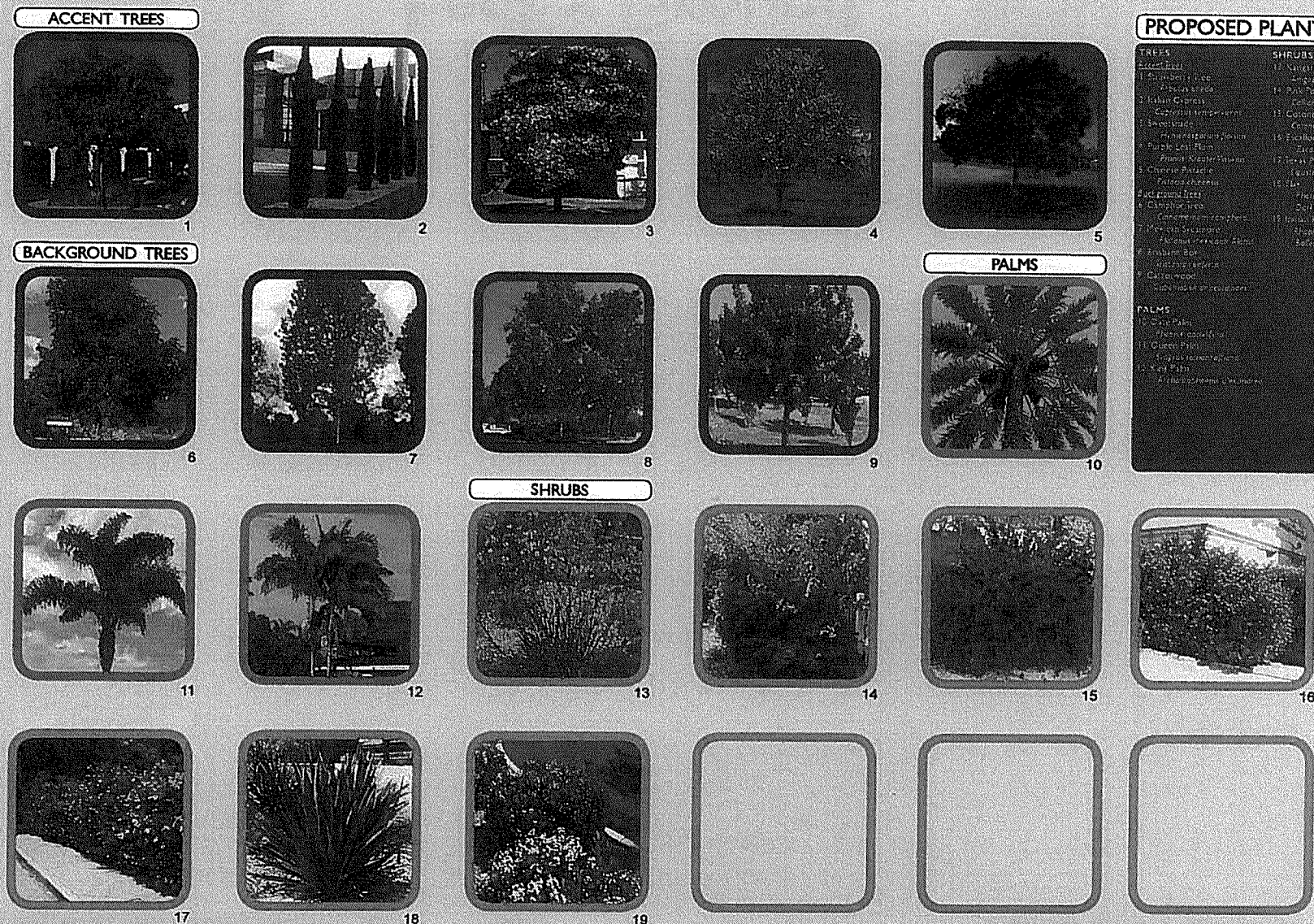
MONTAGE COMMERICAL INVINCIBLE

FENCING CONCEPTS

FedEx Ground

OCEANSIDE, CA

PROPOSED PLANT PALETTE



PROPOSED PLANT LIST

TREES

Accent Trees

1 Strawberry Tree
Arbutus unedo

2 Italian Cypress
Cupressus sempervirens

3 Sweetgum
Liquidambar Styraciflua

4 Purple Leaf Plum
Prunus Krauter Vanessa

5 Chinese Pistache
Pistacia chinensis

Background Trees

6 Camphor Tree
Cinnamomum camphora

7 Mexican Sycamore
Platanus mexicana Alamo

8 Brisbane Box
Tristaniopsis laurina

9 Cartonwood
Cupressus sempervirens

PALMS

10 Date Palm
Phoenix dactylifera

11 Queen Palm
Syagrus romanzoffiana

12 Kaff Palm
Arenga pinnata Dexandrea

SHRUBS

13 Navarrito Pan
Angaphenia pulvis

14 Pink Powder Puff
Calliandra haematocephala

15 Cotoneaster
Cotoneaster lacteus

16 Escallonia
Escallonia fingens

17 Texas Privet
Ligustrum texanum

18 Elsa
Phormium tenax
Dark Delight

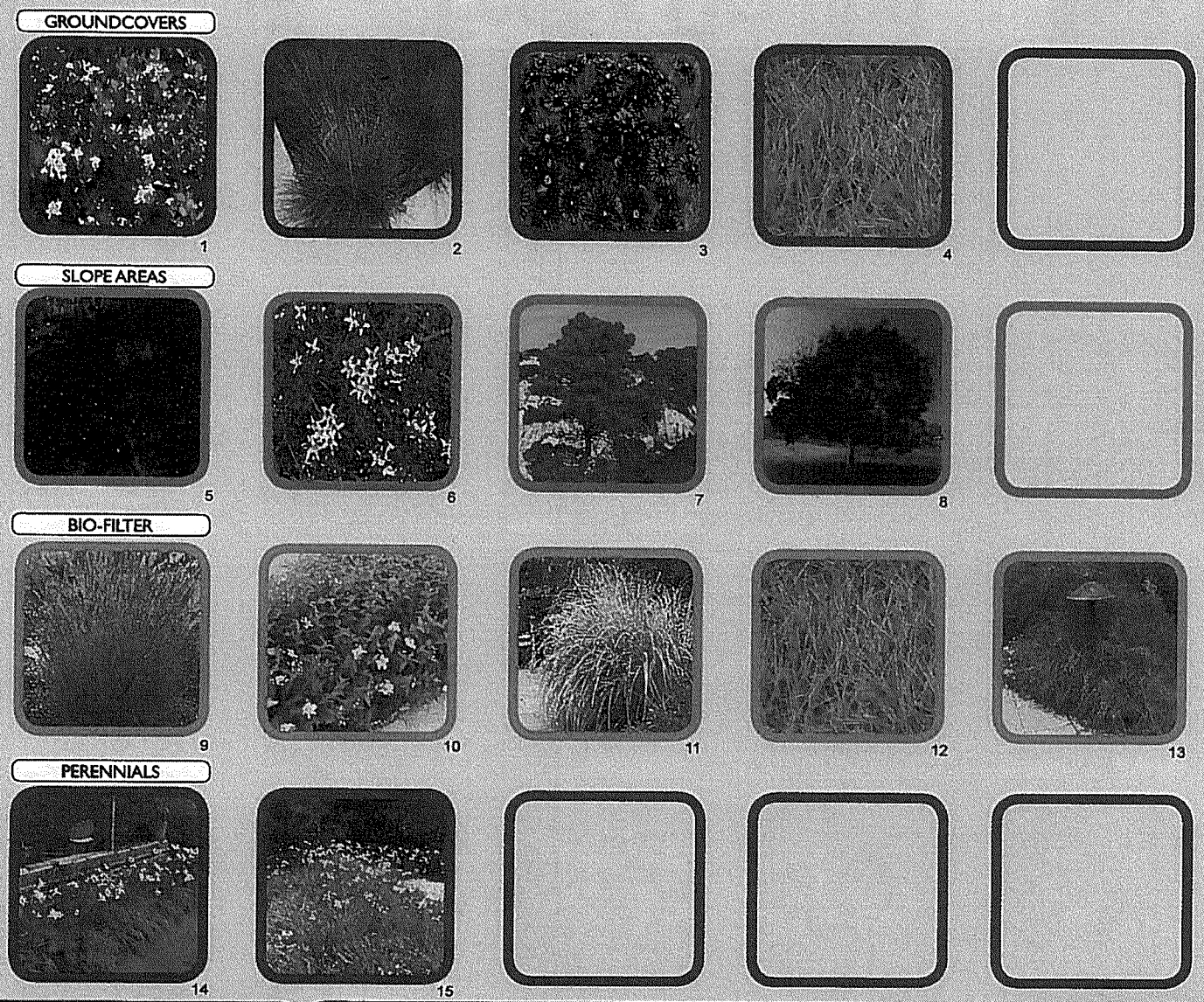
19 Italian Hawthorn
Rhaphiolepis indica
Balfonia

CONCEPTUAL DESIGN

FedEx Ground

OCEANSIDE, CA

PROPOSED PLANT PALETTE



PROPOSED PLANT LIST

GROUND COVERS

1. Natal Plum
   Carissa grandiflora
   Green Carpet
2. Elijah's Blue Fescue
   Festuca cinerea
   Elijah's Blue
3. Pink Ice Plant
   Lampranthus deliciosus
4. Zoysia
   Zoysia japonica

SLOPE AREAS

5. Trailing Ice Plant
   Lampranthus spectabilis
6. Myoporum
   Myoporum Parvifolium
7. Torrey Pale
   Pinus Torreyana
8. Chinese Pistache
   Pistache chinensis

BIOFILTER

9. Sheep Fescue
   Festuca ovina
10. Parons Bestia
    Hypericum coronum
11. Sulphur Grass
    Pennisetum seminis
    Purpureus
12. Zoysia
    Zoysia japonica
13. Blue Sedge
    Carex glauca

PERENNIALS

14. Oak Lily
    Hemerocallis
15. Society Garlic
    (Allagrus violacea)

CONCEPTUAL DESIGN

FedEx Ground

OCEANSIDE, CA

PLANNING COMMISSION
RESOLUTION NO. 2014-P32

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA APPROVING A TENTATIVE PARCEL MAP, DEVELOPMENT PLAN, CONDITIONAL USE PERMIT AND VARIANCES ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO: P14-00006, D14-00002, CUP14-00009, V14-00005/6
APPLICANT: Scannell Properties
LOCATION: Lots 1-12 Pacific Coast Business Park/Rancho Del Oro

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

WHEREAS, there was filed with this Commission a verified petition on the forms prescribed by the Commission requesting approval of a Tentative Parcel Map, Development Plan, Conditional Use Permit, and Variances under the provisions of the City of Oceanside Subdivision Ordinance and Articles 17, 30, 41 and 43 of the Zoning Ordinance of the City of Oceanside to permit the following:

consolidation of 12 lots into one lot and construction of a 306,054-square-foot distribution center, a 3,196-square-foot gateway building, a 5,727-square-foot vehicle maintenance building, associated parking, landscaping and bioretention basins;

on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 17th day of November, 2014 conduct a duly advertised public hearing as prescribed by law to consider said application.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), an Addendum to the 2005 Pacific Coast Business Park (PCBP) Environmental Impact Report (EIR) and the 2009 PCPB Supplemental EIR (SEIR) has been prepared per CEQA Guidelines Article 15, Section 15164;

WHEREAS, the Addendum establishes that the proposed project will not result in any new impacts or any increase in the severity of any impacts addressed in the PCPB EIR/SEIR.

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

Description	Authority for Imposition	Current Estimate Fee or Calculation Formula
Inclusionary Housing	Oceanside Municipal Code	$1,000 plus $100 per unit
Administration Fee	Chapter 14C.9	
Public Facility Fee	Ordinance No. 91-09 Resolution No. 06-R0334-1	$0.713 per square foot or $713 per thousand square feet for non-residential uses
School Facilities Mitigation Fee	Ordinance No. 91-34	$.51 per square foot non-residential for Oceanside
Traffic Signal Fee	Ordinance No. 87-19 Resolution No. 06-R0334-1	$15.71 per vehicle trip
Thoroughfare Fee (For commercial and industrial please note the 75 percent discount)	Ordinance No. 83-01 Resolution No. 06-R0334-1	$255 per vehicle trip (based on SANDAG trip generation table available from staff and from SANDAG)
Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 05-OR 0611-1	Fee based on water meter size. Non-residential is $36,775 for a 2" meter.
Wastewater System Buy-in Fees	Oceanside City Code § 29.11.1 Resolution No. 87-97 Ordinance No. 05-OR 0610-1	Based on capacity or water meter size. Non-residential is $50,501 for a 2" meter.
San Diego County Water Authority Capacity Fees	SDCWA Ordinance No. 2005-03	Based on meter size. Non-residential is $24,341 for a 2" meter.

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

///

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

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

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

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

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

FINDINGS:

For Tentative Parcel Map P14-00006:

1. The proposed subdivision creates a parcel that exceeds the requirements of the PCBP Industrial Master Development Plan and IL Zone, and that is consistent with the Industrial General Plan designation of PD-1 RDO Specific Plan.
2. The proposed building pad will generally conform to the topography of the site, therefore making it suitable for industrial development. The 38.62-acre parcel is physically suitable to allow for the development of a distribution center, gateway building, vehicle maintenance building and associated uses.
3. The subdivision complies with all other applicable ordinances, regulations and guidelines of the City.
4. Blacks Beach and Windansea Streets are internal to the project site and will be vacated, and access to the site will be from Avenida Del Oro. The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or the use of property within the subdivision.

5. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

For Development Plan D14-00002:

1. The site plan and physical design of the project is consistent with all applicable provisions of the Zoning Ordinance, including the specific provisions of the PD-1/IL regulations. Except for the two proposed variances, the proposal complies with all applicable development standards, including those pertaining to building height, lot coverage, floor area ratio, parking, and landscaping.
2. The proposed project conforms to the goals, objectives, and policies of the General Plan, as it accommodates industrial activity that contributes to a stable tax base and provides local employment opportunities
3. The 38.62-acre project site can be adequately, reasonable, and conveniently served by existing and planned public services, utilities and public facilities. The proposed project does not require the expansion of existing infrastructure (e.g., water, sewer, electric and natural gas service) or public safety services. All roadway improvements required to access the project site have been implemented.
4. The proposed project is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood. The project would be consistent with existing and planned industrial development to the south, east and west. Existing and planned residential uses to the north and northwest of the site would be adequately separated from the site by a sound wall, distance, topography and roadways.
5. The project site does not contain undevelopable land or qualifying slopes and is not subject to provisions of the Land Use Element or the Development Guidelines for Hillsides in Section 3039 of the Zoning Ordinance.

For Conditional Use Permit CUP14-00009:

1. The project is classified a truck terminal which is allowed with a conditional use permit in the PD-1/IL zone. The proposed location of the use is in accord with the objectives of the PCPB Industrial Master Development Plan and the IL Zone.
2. The proposed location of the distribution center, and conditions under which it would be

operated and maintained, will be consistent with the Industrial designation of the General Plan/Rancho Del Oro Specific Plan and will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood; and will not be detrimental to properties of improvements in the vicinity or to the general welfare of the City.

3. The proposed project complies with all applicable provisions of the Zoning Ordinance, and there are no specific conditions required for the proposed use.

For Variance V14-00005:

1. The proposed project requires a variance from Article 13 of the Zoning Ordinance which requires a recess or offset measuring at least 20 feet in depth and one quarter of the building in length every 200 feet. The proposed project cannot accommodate a recess or break due to unique circumstances regarding the functionality of the facility including loading/unloading processes, materials handling and interior equipment requirements. Strict application of this requirement would deprive the property of privileges enjoyed by other property in the vicinity and under identical zoning classification in that it would deprive the applicant the ability to develop a distribution facility at this location.

2. The granting of a variance for increased horizontal wall dimension will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare.

3. The granting of a variance for horizontal wall dimension is consistent with the purposes of the Zoning Ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district.

For Variance V14-00006:

1. The proposed project requires a variance from Article 30 of the Zoning Ordinance which requires a maximum retaining wall height of 3.5 feet in the front yard. In order to accommodate the existing topography, a flat building slab, site circulation and functionality, the project requires a retaining wall along the east boundary exceeding 3.5 feet. Strict application of this requirement would deprive the property of privileges enjoyed by other property in the vicinity and under identical zoning classification in that it would limit the ability to develop a fully functional distribution facility at this location with optimal vehicular circulation.

2. The granting of a variance for retaining wall height will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare; and

3. The granting of a variance for retaining wall height is consistent with the purposes of the Zoning Ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby approve Tentative Parcel Map (P14-00006), Development Plan (D14-00002), Conditional Use Permit (CUP14-00009), and Variance (V14-00005/6), subject to the following conditions:

Building:

1. The granting of approval under this action shall in no way relieve the applicant/project from compliance with all Current State and local building codes. The 2013 triennial edition of the California Code of Regulations, Title 24 (California Building Standards Code) applies to all occupancies that applied for a building permit on or after January 1, 2014, and remains in effect until the effective date of the 2016 triennial edition which will be January 1, 2017. The California Building Standards Commission website at http://www.bsc.ca.gov/codes.aspx has links to where the codes can be viewed online as well as information on where the codes can be purchased; Parts 6, 11, and 12 can be directly downloaded for free.

   There are parts to Title 24 and the applicable parts for most Building Division permit applications are listed below:

   a) Part 2: The 2013 California Building Code (CBC) is based on the 2012 IBC, but includes numerous State of California amendments.

   b) Part 2.5: The 2013 California Residential Code (CRC) is based on the 2012 IRC, but includes numerous State of California amendments and does not include the electrical, energy, mechanical, or, plumbing portions of the IRC, and instead parts 3 through 6 of Title 24 as listed below apply.

   c) Part 3: The 2013 California Electrical Code (CEC) is based on the 2011 NEC with State of California amendments.

   d) Part 4: The 2013 California Mechanical Code (CMC) is based on the 2012 UMC with State of California amendments.

e) Part 5: The 2013 California Plumbing Code (CPC) is based on the 2012 UPC with State of California amendments.

f) Part 6: The 2013 California Energy Code is currently based on the 2013 Building Energy Efficiency Standards, and please visit the California Energy Commission website at http://www.energy.ca.gov/title24/2013standards/ where additional information can be found and Compliance manuals can be downloaded for free. Effective Date July 1, 2014.

g) Part 9: The 2013 California Fire Code (CFC) is based on the 2012 IFC with State of California amendments.

h) Part 11: The 2013 California Green Building Standards Code (CALGreen Code) This Part is known as the California Green Building Standards Code, and it is intended that it shall also be known as the CALGreen Code.

i) Amendments to the City of Oceanside Administrative Code for Building Regulations Ordinance No. 13-ORO752-1 Effective Date 01/01/2014 a copy of which can be downloaded from the Building Division website at http://www.ci.oceanside.ca.us/gov/dev/bldg/codes.asp.

2. The building plans for this project shall be prepared by a licensed architect or engineer and shall be in compliance with this requirement prior to submittal for building plan review.

3. Compliance with the Federal Clean Water Act Best Management Practices (BMPs) shall be demonstrated on the plans. Separate/unique addresses may be required to facilitate utility releases. Verification that the addresses have been properly assigned by the City's Planning Division shall accompany the Building Permit application.

4. A complete Soils Report, Structural Calculations, & Energy Calculations/documentation shall be required at time of plans submittal to the Building Division for plan check.

5. All outdoor lighting shall meet Chapter 39 of the City Code (Light Pollution Ordinance) and shall be shielded appropriately.

6. Site development, parking, access into buildings and building interiors shall comply with all current State of California Accessibility Codes.

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

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

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

Engineering:

8. The project applicant shall comply with the Surface Transportation Assistance Act (STAA) Terminal Access letter from the California Department of Transportation's (CALTRANS), dated October 16, 2014. Heavy vehicle access to and from the project site shall be limited to off-peak traffic hours and take place only at the following Caltrans approved roadway locations:

a) Interstate 5 at Oceanside Boulevard:

i. Westbound Oceanside Boulevard to southbound Interstate 5 on-ramp (right turn)

ii. Southbound Interstate 5 off-ramp to eastbound Oceanside Boulevard (left turn)

iii. Northbound Interstate 5 on-ramp

iv. Northbound Interstate 5 off-ramp

v. Southbound Interstate 5 on-ramp

vi. Southbound Interstate 5 off-ramp

b) State Route 76 at College Boulevard:

i. Eastbound State Route 76 to southbound College Boulevard (right turn)

ii. Westbound State Route 76 to southbound College Boulevard (left turn)

iii. Northbound College Boulevard to eastbound State Route 76 (right turn)

iv. Northbound College Boulevard to westbound State Route 76 (left turn)

c) State Route 76 at Old Grove Road:

i. Northbound Old Grove Road to westbound State Route 76 (left turn)

ii. Northbound Old Grove Road to eastbound State Route 76 (right turn)

iii. Westbound State Route 76 to southbound Old Grove Road (left turn)

iv. Eastbound State Route 76 to southbound Old Grove Road (right turn)

d) State Route 78 at El Camino Real:

i. Southbound El Camino Real to westbound State Route 78 on-ramp (right turn)

ii. Southbound El Camino Real to eastbound State Route 78 on-ramp (left turn)

iii. Westbound State Route 78 off-ramp to northbound El Camino Real (right turn)

iv. Eastbound State Route 78 off-ramp to northbound El Camino Real (left turn)

v. Westbound State Route 78 on-ramp

vi. Eastbound State Route 78 on-ramp

vii. Westbound State Route 78 off-ramp

viii. Eastbound State Route 78 off-ramp

e) The following roadway locations do not meet the STAA Terminal Access criteria and are therefore off limits to heavy vehicle access:

i. Northbound Interstate 5 off-ramp to eastbound Oceanside Boulevard (left turn) – Does not meet STAA off-tracking requirements.

ii. Westbound Oceanside Boulevard to northbound Interstate 5 on-ramp (right turn) – Does not meet STAA off-tracking requirements.

9. The project applicant shall install all terminal access signs (G66-56) on the State access ramps and along the local routes (listed above) as trailblazers to the satisfaction of the City Traffic Engineer and the California Department of Transportation prior to the issuance of Certificate of Occupancy.

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

11. Vehicular access rights to Avenida Del Oro shall be relinquished to the City from this development except for the two proposed project driveways. Vehicular access rights to Old Grove Road shall be relinquished to the City from this development.

12. All right-of-way alignments, street dedications, exact geometrics and widths shall be dedicated and constructed or replaced as required by the City Engineer.

13. Design and construction of all improvements shall be in accordance with the City of Oceanside Engineers Design and Processing Manual, City Ordinances, and standard engineering and specifications of the City of Oceanside and subject to approval by the City Engineer.

14. Pursuant to the State Map Act, improvements shall be required at the time of development. A covenant, reviewed and approved by the City Attorney, shall be recorded attesting to these improvement conditions and a certificate setting forth the recordation shall be placed on the parcel map.

15. Prior to approval of the parcel map or any increment, all improvement requirements, within such increment or outside of it if required by the City Engineer, shall be covered by a Subdivision Improvement Agreement and secured with sufficient improvement securities or bonds guaranteeing performance and payment for labor and materials, setting of monuments, and warranty against defective materials and workmanship.

16. Provide the City of Oceanside with a certification from each public utility and each public entity owning easements within the proposed project stating that: (a) it has received from the owner/developer a copy of the proposed parcel map; (b) it objects or does not object to the filing of the parcel map without its signature; (c) in case of a street dedication affected by its existing easement, it will sign a "subordination certificate" or "joint-use certificate" on the parcel map when required by the governing body. In addition, the owner/developer shall furnish proof to the satisfaction of the City Engineer that no new encumbrances have been created that would subordinate the City's interest over areas to be dedicated for public road purposes since submittal of the project.

17. Prior to approval of the parcel map, a phasing plan (if required) for the construction of public and private improvements including landscaping, streets and arterials shall be approved by the City Engineer. All improvements shall be under construction to the satisfaction of the City Engineer prior to the issuance of any building permits. All improvements shall be completed prior to issuance of any certificates of occupancy.

18. The owner/developer shall provide public street dedication for Old Grove Road and Avenida Del Oro (if required) to serve the property.

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

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

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

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

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

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

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

c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site. An alternate parking site may be considered by the City Engineer in the event that the lot size is too 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 Division 48 hours in advance of beginning of work. Hauling operations (if required) shall be 8:00 a.m. to 3:30 p.m. unless approved otherwise.

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

25. A traffic control plan shall be prepared according to the City traffic control guidelines and approved to the satisfaction of the City Engineer prior to the start of work within the public right-of-way. Traffic control during construction of streets that have been opened to public

traffic shall be in accordance with construction signing, marking and other protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines. Traffic control plans shall be in effect from 8:00 a.m. to 3:30 p.m. unless approved otherwise.

26. Avenida Del Oro shall provide a minimum of 10 feet parkway between the face of curb and the right of way line. The existing sidewalk improvements that are damaged or are not ADA compliant shall be reconstructed to comply with ADA standards. Publicly maintained pedestrian ramps at the intersection of the two proposed driveways on Avenida Del Oro that will be maintained by the City of Oceanside must be fully located within public right-of-way. Minimum curb return radius shall comply with the City of Oceanside Engineers Design and Processing Manual.

27. Sight distance requirements at the two proposed project driveways with Avenida Del Oro shall conform to the corner sight distance criteria as provided by SDRSD DS-20A and/or DS-20B.

28. Streetlights shall be maintained and installed on Avenida Del Oro and Old Grove Road along property frontage (if required) per City Standards to the satisfaction of the City Engineer. The system shall provide uniform lighting, and be secured prior to occupancy. The owner/developer shall pay all applicable fees, energy charges, and/or assessments associated with City-owned (LS-2 rate schedule) streetlights and shall also agree to the formulation of, or the annexation to, any appropriate street lighting district.

29. Pavement sections for Avenida Del Oro, Old Grove Road, all private streets, public and private driveways and parking areas shall be based upon approved soil tests and traffic indices. The pavement design is to be prepared by the owner/developer's soil engineer and must be in compliance with the City of Oceanside Engineers Design and Processing Manual and be approved by the City Engineer, prior to paving.

30. Any existing public or private pavement, concrete curb, gutter, driveways, pedestrian ramps and sidewalk within the project, or adjacent to the project boundary on Avenida Del Oro and Old Grove Road that are already damaged or damaged during construction of the project, shall be repaired or replaced as directed by the City Engineer.

31. All existing overhead utility lines within this subdivision/development and/or within full width street or right-of-way on Avenida Del Oro and Old Grove Road, abutting this new development, and all new extension services for the development of the project, including

but not limited to, electrical, cable and telephone, shall be placed underground per Section 901.G. of the Subdivision Ordinance (R91-166) and as required by the City Engineer and current City policy.

32. The owner/developer shall install 2 inch PVC conduit, together with 1/4-inch pull- rope and pull-boxes at 400 feet intervals (if required by the City Engineer) for future signal interconnect cable on all arterial-level or above, streets.

33. The approval of the parcel map and development plan shall not mean that proposed grading or improvements on adjacent properties (including any City properties/right-of-way or easements) is granted or guaranteed to the owner/developer. The owner/developer is responsible for obtaining permission to grade to construct on adjacent properties. Should such permission be denied, the tentative map shall be subject to public hearing or subject to a substantial conformity review.

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

35. Landscaping plans, including plans for the construction of walls, fences or other structures at or near intersections, must conform to intersection sight distance requirements. Landscape and irrigation plans for disturbed areas shall be submitted to the City Engineer prior to the issuance of a preliminary grading permit and approved by the City Engineer prior to the issuance of building permits. Frontage and median landscaping shall be installed and established prior to the issuance of any certificates of occupancy. Securities shall be required only for landscape items in the public right-of-way. Any project fences, sound or privacy walls and monument entry walls/signs shall be shown on, bonded for and built from the landscape plans. These features shall also be shown on the precise grading plans for purposes of location only. Plantable, segmental walls shall be designed, reviewed and constructed by the grading plans and landscaped/irrigated through project landscape plans. All plans must be approved by the City Engineer and a pre-construction meeting held, prior to the start of any improvements.

36. Open space areas and down-sloped areas visible from a collector-level or above roadway shall be maintained by the property owner. These areas shall be indicated on the parcel map. The CC&R's shall be submitted to the City Engineer for review prior to the recordation of the parcel map.

37. The drainage design shown on the tentative parcel map, development plan or preliminary grading plan, and the drainage report for this parcel map/development plan 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 County Hydrology and Drainage Manual to be approved by the City Engineer during final engineering. All drainage picked up in an underground system shall remain underground until it is discharged into an approved channel, or as otherwise approved by the City Engineer. All public storm drains shall be shown on City standard plan and profile sheets. All storm drain easements shall be dedicated where required. The owner/developer shall be responsible for obtaining any off-site easements for storm drainage facilities.

38. Drainage facilities shall be designed and installed to adequately accommodates the local storm water runoff and shall be in accordance with the San Diego County Hydrology and Design Manual and in compliance with the City of Oceanside Engineers Design and Processing Manual to the satisfaction of the City Engineer.

39. The owner/developer shall place a covenant on the non-title sheet of the parcel map and grading plan agreeing to the following: "The present or future owner/developer shall indemnify and save the City of Oceanside, its officers, agents, and employees harmless from any and all liabilities, claims arising from any flooding that occurs on this site, and any flooding that is caused by this site impacting adjacent properties".

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

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

42. The owner/developer shall comply with the provisions of National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with

Construction Activity (General Permit) Water Quality Order 2009-0009-DWQ. The General Permit continues in force and effect until a new General Permit is issued or the SWRCB rescinds this General Permit. Only those owner/developers authorized to discharge under the expiring General Permit are covered by the continued General Permit. Construction activity subject to the General Permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation that results in land disturbances of equal to or greater than one acre. The owner/developer shall obtain coverage under the General Permit by submitting a Notice of Intent (NOI) and obtaining a Waste Discharge Identification Number (WDID#) from the State Water Resources 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 Environmental Protection Agency (USEPA), SWRCB, Regional Water Quality Control Board (RWQCB), City of Oceanside, and other applicable governing regulatory agencies. The SWPPP is considered a report that shall be available to the public by the RWQCB under section 308(b) of the Clean Water Act. The provisions of the General Permit and the site specific SWPPP shall be continuously implemented and enforced until the owner/developer obtains a Notice of Termination (NOT) for the SWRCB. The owner/developer is required to retain records of all monitoring information, copies of all reports required by this General Permit, and records of all data used to complete the NOT for all construction activities to be covered by the General Permit for a period of at least three years from the date generated. This period may be extended by request of the SWRCB and/or RWQCB.

43. Following the City Engineer's determination that Storm Water Mitigation Plan (SWMP) is deemed complete and prior to issuance of grading permits, the owner/developer shall submit and obtain approval of an Operation & Maintenance (O&M) Plan, prepared to the satisfaction of the City Engineer. The O&M Plan shall include an approved and executed Maintenance Mechanism pursuant to Section 5 of the Standard Urban Storm Water Mitigation Plan (SUSMP). The O&M shall satisfy the minimum Maintenance Requirements pursuant to Section 5 of the SUSMP. At a minimum the O&M Plan shall include the designated responsible party to manage the storm water BMP(s), employee

training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, copies of resource agency permits, cost estimate for implementation of the O&M Plan, a non-refundable cash security to 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 O&M forms to document all operation, inspection, and maintenance activities. The owner/developer shall retain records for a minimum of 5 years. The records shall be made available to the City upon request.

44. The owner/developer shall enter into a City-Standard Stormwater Facilities Maintenance Agreement (SWFMA) with the City obliging the owner/developer to maintain, repair and replace the Storm Water Best Management Practices (BMPs) identified in the project's deemed complete SWMP, as detailed in the O&M Plan into perpetuity. The Agreement shall be approved by the City Attorney prior to issuance of any precise grading permit and shall be recorded at the County Recorder's Office prior to issuance of any building permit. A non-refundable Security in the form of cash shall be required prior to issuance of a precise grading permit. The amount of the non-refundable security shall be equal to 10 years of maintenance costs, as identified by the 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.

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

46. The Agreement shall include a copy of executed onsite and offsite access easement and or access rights necessary for the operation and maintenance of BMPs that shall be binding on the land throughout the life of the project to the benefit of the party responsible for the O&M of BMPs, satisfactory to the City Engineer. The agreement shall also include a copy of the deemed complete O&M Plan.

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

48. The Owner/developer shall provide a copy of the title/cover page of a deemed complete SWMP with the first engineering submittal package. If the project triggers the City's Stormwater requirements but no deemed complete Stormwater document (SWMP) exists, the appropriate document shall be submitted to the City Engineer for review. The SWMP shall be prepared by the owner/developer's Civil Engineer. All Stormwater documents shall be in compliance with the latest edition of submission requirements.

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

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

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

parcel map or building permit approval, and to join, contribute, and/or participate in such districts.

52. Unless an appropriate barrier is approved on a landscape plan, a minimum 42-inch high barrier, approved by the City Engineer, shall be provided at the top of all slopes whose height exceeds 20 feet or where the slope exceeds 4 feet and is adjacent to any streets, an arterial street or state highway.

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

54. Upon acceptance of any fee waiver or reduction by the owner/developer, the entire project will be subject to prevailing wage requirements as specified by Labor Code 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.

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

Planning:

56. Tentative Parcel Map (P14-00006), Development Plan (D14-00002), Conditional Use Permit (CUP14-00009), Variance (V14-00005), and Variance (V14-00006) shall expire on November 17, 2016 unless implemented as required by the Zoning Ordinance. A time extension may be granted in accordance with Section 4308.C and Section 4108.B of the Zoning Ordinance.

57. The Development Plan (D14-00002), approves only the construction of a 306,054-square-foot distribution center, a 3,196-square-foot gateway building, a 5,727-square-foot vehicle maintenance building, associated parking, bioretention basins and associated improvements as shown on the plans and exhibits presented to the Planning Commission for review and approval. No deviation from these approved plans and exhibits shall occur without the City Planner and/or Planning Commission's approval. Substantial deviations shall require a revision to the Development Plan or a new Development Plan.

58. The Conditional Use Permit (CUP14-00009) approves only a truck terminal/distribution facility, as shown on the plans and exhibits presented to the Planning Commission for review and approval. No deviation from these approved plans and exhibits shall occur without City Planner and/or Planning Commission approval. Substantial deviations shall require a revision to the Conditional Use Permit or a new Conditional Use Permit.

59. The Variance (V14-00005) from the maximum horizontal wall dimension (Section 1330.I) approves only a maximum horizontal wall dimension of a maximum of 1,008 feet as shown on the plans and exhibits presented to the Planning Commission for review and approval and planted in accordance with the requirements of the Zoning Ordinance. No deviation from these approved plans and exhibits shall occur without City Planner, City Engineer, and/or Planning Commission approval. Substantial deviations shall require a revision to the Variance or a new Variance. If the variance is exercised in violation of a condition of approval or a provision of the Zoning Ordinance it may be revoked, pursuant to Article 47 Enforcement, of the Zoning Ordinance.

60. The Variance (V14-00006) from the maximum retaining wall height (Section 3040.C) approves only retaining wall heights as shown on the plans and exhibits presented to the Planning Commission for review and approval and planted in accordance with the requirements of the Zoning Ordinance. No deviation from these approved plans and exhibits shall occur without City Planner, City Engineer, and/or Planning Commission approval. Substantial deviations shall require a revision to the Variance or a new Variance. If the variance is exercised in violation of a condition of approval or a provision of the Zoning Ordinance it may be revoked, pursuant to Article 47 Enforcement, of the Zoning Ordinance.

61. Changes to the approved plans are subject to Section 4109 and Section 4308.D of the Zoning Ordinance.

62. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold harmless the City of Oceanside, its agents, officers or employees from any claim, action or proceeding against the City, its agents, officers, or employees to attack, set aside, void or annul an approval of the City, concerning Tentative Parcel Map (P14-00006), Development Plan (D14-00002), Conditional Use Permit (CUP14-00009), Variance (V14-00005), and Variance (V14-00006). The City will promptly notify the applicant of any such claim,

action or proceeding against the City and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify or hold harmless the City.

63. All mechanical rooftop and ground equipment shall be screened from public view as required by the Zoning Ordinance. The roof jacks, mechanical equipment, screen and vents shall be painted with non-reflective paint to match the roof. This information shall be shown on the building plans.

64. A trash enclosure (or trash enclosures) must be provided as required by Chapter 13 of the City Code and shall include additional space for storage and collection of recyclable materials per City standards. Recycling is required by City Ordinance. The enclosure (or enclosures) must be built in a flat, accessible location as determined by the City Engineer. Trash enclosures and driveways and service access areas shall be shown on both the improvement and landscape plans submitted to the City Engineer. The specifications shall be reviewed and approved by the City Engineer. The City's waste disposal contractor is required to access private property to service the trash enclosures, a service agreement must be signed by the property owner and shall remain in effect for the life of the project. All trash enclosures shall be designed to provide user access without the use and opening of the service doors for the bins. This design shall be shown on the landscape plans and shall be approved by the City Planner.

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

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

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

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

68. This Conditional Use Permit may be called for review by the Planning Commission if complaints are filed and verified as valid by the Code Enforcement Office concerning the violation of any of the approved conditions or does not conform with the information contained in or representations made in the application, any supporting material submitted to the City or during any hearing on the application.

69. If any aspect of the project's fencing and walls is not covered by the approved Development Plan or Variance, the construction of fencing and walls shall conform to the development standards of the City Zoning Ordinance. In no case, shall the construction of fences and walls (including combinations thereof) exceed the limitations of the zoning code, unless expressly granted by Variance (V14-00006) or other development approval.

70. Project entrance signs shall meet the requirements of the Sign Ordinance and shall be approved by the City Planner.

71. Off-street parking spaces shall be kept available and useable for the parking of employee and tenant's automobiles at all times.

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

73. The applicant, tenants, or successors in interest shall comply with the City's business license requirements, as necessary.

74. Elevations, siding materials, colors, roofing materials and floor plans shall be substantially the same as those approved by the Planning Commission. These shall be shown on plans submitted to the Building Division and Planning Division for permit plan check, prior to issuance of any building permit.

75. Exhibit 3R shall be added to the Pacific Coast Business Park (PCBP) Industrial Master Development Plan with a revision date showing the consolidation of Lots 1 through 12 into one lot.

76. Prior to issuance of building permits, the applicant shall provide plans for recycling facilities and trash storage areas to the satisfaction of the City Planner and the City Contract Administrator for Solid Waste.

Mitigation Measures:

77. All mitigation measures identified in the approved 2005/2009 Pacific Coast Business Park EIR/SEIR shall be complied with as stated in those documents.

Water Utilities:

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

79. The property owner shall maintain private water and wastewater utilities located on private property.

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

81. A sewer study must be prepared by the developer at the developer's expense and approved by the Water Utilities Department. Wastewater generation and sewer flows for existing and post-project conditions shall be estimated to determine the required on-site and off-site wastewater facilities required to adequately serve the proposed development.

82. A water study must be prepared by the developer at the developer's expense and approved by the Water Utilities Department. Water demands for existing and post-conditions shall be estimated to determine the required on-site and off-site water facilities required to adequately serve the proposed development.

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

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

85. The developer shall construct a public reclamation water system that will serve each lot and/or parcels that are located in the proposed project in accordance with the City of Oceanside Ordinance No. 91-15. The proposed reclamation water system shall be in the public right-of-way or in a public utility easement. Developer may opt to pay an in-lieu fee instead of constructing a reclaimed waterline by submitting a formal letter of request from City of Oceanside Water Utilities Department to provide them with in-lieu fee for payment.

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

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

88. All lots with a finished pad elevation located below the elevation of the next upstream manhole cover of the public sewer shall be protected from backflow of sewage by installing and maintaining an approved type backwater valve, per the California Plumbing Code.

89. Show existing and proposed changes to easements on improvement plans. Identify recorded document numbers or leave blank to be completed when document is recorded.

90. Show location of proposed irrigation water meter and size of service line with a reduced pressure principal backflow assembly on grading and utility plans. Water service connection shall be from on-site public water main.

91. Show size and location of proposed water service connections for water meters to buildings on-site. Each meter shall be equipped with a reduced pressure principal backflow assembly. Water service connections shall be from on-site public water main. Provide a water meter for the Vehicle Maintenance Building and another water meter to serve both the Distribution and Gateway Building. Each meter shall be equipped with a reduced pressure principle backflow assembly. Avoid crossing the public water main with the water service line to the Gateway Building.

92. If there will be a utility in Windansea Street that will cross the proposed detention basin on the subject property, and then provide a detail of the detention basin. Detail shall include but not be limited to, the following; bottom basin elevation, roadway elevation, top of water main elevation, detention basin type, and basin materials.

93. A private Inspection Manhole, described by the Water, Sewer, and Reclaimed Water Design and Construction Manual, shall be installed prior to connection to public sewer main in Avenida Del Oro. The sewer lateral from private manhole to public manhole will be public and an 8-inch diameter sewer line.

94. A Grease, Oil, and Sand Interceptor, described by the 2013 California Plumbing Code Chapter 10, relating to garages shall be installed on sewer lateral at vehicle maintenance building and shall be maintained by the property owner if there will be a floor drain for wash down of vehicle maintenance activity in this area. The location shall be called out on the approved Improvement Plans.

95. When submitting building and landscape plans, provide irrigation flows to each control valve to confirm irrigation meter size.

96. Remove all existing on-site public water and sewer mains and associated appurtenances that will not be used.

97. Any existing connections to public mains in right-of-way that is proposed to be abandoned shall be plugged and/or capped per the Water, Sewer, and Reclaimed Water Design and Construction Manual.

98. Show size and location of all proposed sewer laterals from buildings to private sewer.

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

100. All Water Utilities Fees are due at the time of building permit issuance per City Code Section 32B.7.

101. Provide fixture count and flow calculations per latest California Plumbing Code to size water meter size and service lines on Building Plans.

102. Provide irrigation flow per control valve to size irrigation meter, water service line, and backflow device assembly on Building Plans.

103. Provide drainage fixture unit count and calculations for sizing oil and sand interceptor, if one is deemed necessary, per California Plumbing Code. Provide interceptor detail in Building Plans.

///////

///////

Landscape:

104. Landscape plans, shall meet the criteria of the City of Oceanside Landscape Guidelines and Specifications for Landscape Development (latest revision), Water Conservation Ordinance No.(s) 91-15 and 10-Ordinance 0412, Engineering criteria, City code and ordinances, including the maintenance of such landscaping, shall be reviewed and approved by the City Engineer prior to the issuance of building permits. Landscaping shall not be installed until bonds have been posted, fees paid, and plans signed for final approval. In addition, a refundable cash deposit for the preparation of the final As-built/ Maintenance Guarantee shall be secured with the City prior to the final approval of the landscape construction plan. A landscape pre-construction meeting shall be conducted by the landscape architect of record, Public Works Inspector, developer or owner's representative and landscape contractor prior to commencement of the landscape and irrigation installation. The following landscaping requirements shall be required prior to plan approval and certificate of occupancy:

a) Final landscape plans shall accurately show placement of all plant material such as but not limited to trees, shrubs, and groundcovers.

b) Landscape Architect shall be aware of all utility, sewer, gas, water, storm drain lines and utility easements and place planting locations accordingly to meet City of Oceanside requirements.

c) All required landscape areas shall be maintained by owner, project association, homeowner association or successor of the project (including public rights-of-way (parkways) parallel with Old Grove Road and Avenida Del Oro). The landscape areas shall be maintained per City of Oceanside requirements.

d) The As-built/ Maintenance Guarantee (refundable cash deposit) shall not be released until the as-built drawings have been approved on the original approved Mylar landscape plan and the required maintenance period has been successfully terminated.

e) Proposed landscape species shall fit the site and meet climate changes indicative to their planting location. The selection of plant material shall also be based on cultural, aesthetic, and maintenance considerations. In addition proposed

landscape species shall be low water users as well as meet all fire department requirements.

f) All planting areas shall be prepared and implemented to the required depth with appropriate soil amendments, fertilizers, and appropriate supplements based upon a soils report from an agricultural suitability soil sample taken from the site.

g) Ground covers or bark mulch shall fill in between the shrubs to shield the soil from the sun, evapotranspiration and run-off. All the flower and shrub beds shall be mulched to a 3" depth to help conserve water, lower the soil temperature and reduce weed growth.

h) The shrubs shall be allowed to grow in their natural forms. All landscape improvements shall follow the City of Oceanside Guidelines.

i) Root barriers shall be installed adjacent to all paving surfaces, where a paving surface is located within 6 feet of a trees trunk on site (private) and within 10 feet of a trees trunk in the right-of-way (public). Root barriers shall extend 5 feet in each direction from the centerline of the trunk, for a total distance of 10 feet. Root barriers shall be 24 inches in depth. Installing a root barrier around the tree's root ball is unacceptable.

j) Refer to the approved Conceptual Landscape Plan (CLP) (prepared by Kimley Horn), The Pacific Coast Business Park (PCBP) Industrial Master Development Plan – A Component of the Rancho Del Oro Specific Plan (dated June 21, 2005), and the current Landscape Development Manual as direction for the preparation of the Landscape Improvement Plans.

k) All fences, gates, walls, stone walls, retaining walls, and plantable walls shall obtain Planning Division approval for these items in the conditions or application stage prior to 1st submittal of working drawings.

l) A reference detail of any trash enclosure(s) shall be shown on the landscape construction drawings.

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

n) An automatic irrigation system shall be installed to provide coverage for all planting areas shown on the plan. Low volume equipment shall provide sufficient water for plant growth with a minimum water loss due to water run-off. Per Water Utilities, a separate landscape irrigation water meter shall be required.

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

p) All irrigation improvements shall follow the City of Oceanside Guidelines and Water Conservation Ordinance.

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

r) Landscape construction drawings are required to implement approved Fire Department regulations, codes, and standards at the time of plan approval.

s) Landscape plans shall comply with Biological and/or Geotechnical reports, as required, and shall match the grading and improvement plans.

t) Landscape plans shall comply with Storm Water Management Plan (SWMP), Hydromodification Management Plan (HMP), or Best Management Practices and meet the satisfaction of the City Engineer.

u) Existing landscaping on and adjacent to the site shall be protected in place and supplemented or replaced to meet the satisfaction of the City Engineer.

v) All existing landscape and irrigation parallel to Old Grove Road and Avenida Del Oro (within the public rights-of-way) shall be protected in place and if destroyed by construction activities shall be supplemented or replaced in-kind and size to meet the satisfaction of the City Engineer and RMA.

w) All existing street trees parallel to Old Grove Road and Avenida Del Oro (within the public right-of-way) that were once planted by Pacific Coast Business Park, LLC and under the construction management of J.T. Kruger & Company shall agree to replace such trees in-kind and size per agreement and to the satisfaction of RMA.

x) The current working irrigation system for the existing right-of-way along Old Grove Road and Avenida Del Oro is to be protected in place and in full working condition to produce water for the existing right-of-way plant material before, through and after the construction process. Any break or disruption to this existing irrigation system is to be repaired immediately or within a 24 hour period to ensure the vitality of the existing plant material.

y) All fences, walls, gates and monument entry walls shall comply with the *RDO Specific Plan* and the *RDO Master Landscape Plan,* dated and approved by the City Engineer on October 14, 1986 and shall be approved in writing by the RDO Planning and Development Board prior to the approval of the landscape construction drawings.

z) All required landscape areas shall be maintained by the owner of the Fed Ex Distribution Facility with the exception of the public rights-of-way parallel to Old Grove Road and Avenida Del Oro which shall be the maintenance responsibility of the Pacific Coast Business Park. The landscape areas shall be maintained per City of Oceanside requirements.

105. All landscaping, fences, walls, etc. on the site, in medians within the public right-of-way and within any adjoining public parkways parallel to Old Grove Road and Avenida Del Oro shall be permanently maintained by the owner, project association, homeowner association, his assigns or any successors-in-interest in the property. The maintenance program shall include: a) normal care and irrigation of the landscaping b) repair and replacement of plant materials (including interior trees and street trees) c) irrigation systems as necessary d) general cleanup of the landscaped and open areas e) parking lots and walkways, walls, fences, etc. f) pruning standards for street trees shall comply with the International Society of Arboriculture (ISA) *Standard Practices for Tree Care Operations – ANSI A300, Appendix G: Safety Standards, ANSI Z133; Appendix H; and Tree Pruning Guidelines, Appendix F* (most current edition). Failure to maintain landscaping shall result in the City taking all appropriate enforcement actions including but not limited to citations. This maintenance program condition shall be recorded with a covenant as required by this resolution.

106. In the event that the Conceptual Landscape Plan does not match the conditions of approval, the resolution of approval shall govern.

PASSED AND ADOPTED Resolution No. 2014-P32 on November 17, 2014 by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

_____

Robert Neal, Chairperson
Oceanside Planning Commission

ATTEST:

_____

Marisa Lundstedt, Secretary

I, MARISA LUNDSTEDT, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2014-P32.

Dated: November 17, 2014

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

_____

Applicant/Representative Date

FEDEX GROUND DISTRIBUTION FACILITY

ADDENDUM TO THE 2005 ENVIRONMENTAL IMPACT REPORT FOR THE PACIFIC COAST BUSINESS PARK (PCBP) AND THE 2009 SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR PCBP

November 2014

Prepared For:

City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Prepared By:

Kimley-Horn and Associates, Inc.
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095671001
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I. Introduction

Project History

The proposed project is located in the central portion of Oceanside within the Rancho Del Oro Specific Plan area, and the Pacific Coast Business Park (PCBP) (see Figure 1, Regional Location and Figure 2, Project Vicinity). The project encompasses parcels 1 through 12 of PCBP and is bounded by Old Grove Road to the North and Avenida Del Oro to the East. Ocean Ranch Blvd is located west of the project site (see Figure 2, Vicinity Map).

Upon the initiation of the PCBP Industrial Master Development Plan, the PCBP area was analyzed in an Environmental Impact Report (EIR) that was certified in August of 2005. Revisions to the allocation of land uses required the PCBP area to be reanalyzed and certified in a Final Supplemental EIR in November 2009. The 2009 Supplemental EIR (SEIR) included the following changes to the projected land use allocation from the previously approved 2005 EIR:

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

The proposed revisions did not affect the total square footage of projected building area, which remained at 1,500,000 square feet at the time the SEIR was certified.

Current Application

Scannell Properties (the "applicant") is proposing to develop a 306,054-square-foot FedEx Ground Distribution Center, a 3,196-square-foot gateway building, a 5,727-square-foot vehicle maintenance building, associated parking, and bioretention basins (see Figure 3, Site Plan). The 38.62-acre project site encompasses 12 parcels of land identified as Assessor Parcel Numbers (APN's) 161-512-11 through 22.

This document is an Addendum to two previously certified EIRs for the PCBP Industrial Master Development Plan, the 2005 PCBP EIR and the 2009 PCBP Supplemental EIR. The Addendum has been prepared to address the potential environmental impacts of the proposed FedEx Ground Distribution Facility Project and completes the necessary environmental analysis as required pursuant to the required provisions of CEQA, Public Resources Code Section 21000 et seq., and State CEQA Guidelines Section 15164. These documents, together with other technical analysis documents referenced herein, serve as the environmental review of the proposed FedEx Ground Distribution Facility Project.

Pursuant to provisions of CEQA and State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding whether to approve the proposed Project. As part of its decision-making process, the City is required to review and consider whether the proposed FedEx Ground Distribution Facility Project would create new significant impacts or impacts that would be substantially more severe than those disclosed in the PCBP 2005 EIR and 2009 SEIR. Additional CEQA review beyond this Addendum, in the form of a Subsequent EIR, would only be triggered if the proposed Project

created new significant impacts or impacts that are more severe than those disclosed in the EIR used to approve the PCBP Industrial Master Development Plan.

According to the State CEQA Guidelines Section 15162:

> (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:
>
> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects:
>
> (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects: or
>
> (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR and SEIR were certified as complete or the negative declaration was adopted, shows any of the following:
>
> (A) The project will have one or more significant effects not discussed in the previous EIR or SEIR;
>
> (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR and SEIR;
>
> (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
>
> (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or SEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of the above conditions occur, CEQA Guidelines section 15164 allows the preparation of an EIR Addendum, rather than a Supplemental EIR or Subsequent EIR. Section 15164 of the State CEQA Guidelines states, "The Lead Agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." To utilize an addendum as the appropriate CEQA document for the proposed FedEx Ground Distribution Facility Project, the City of Oceanside must find that major revisions of the 2005 PCBP EIR and 2009 Subsequent EIR are not

necessary and that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

II. Description of Proposed Project

The proposed FedEx Ground Distribution Facility project site is approximately 38.62 acres, and is located within the Rancho Del Oro Specific Plan area, adjacent to and north of the original Rancho Del Oro Technology Park. The project proposes to consolidate parcels 1 through 12 and vacate Blacks Beach Street and Windansea Street within the proposed project area. The proposed project would also include the construction of a 306,054-square-foot distribution center, a 3,196-square-foot gateway building (for security and reception functions), a 5,727-square-foot vehicle maintenance building, associated parking, and bioretention basins (see Figure 3, Site Plan).

The property is currently graded and divided into 12 parcels with internal roadways and infrastructure in place to facilitate pending build out. Upon construction of the proposed project, the 12 existing parcels would be consolidated into one, and all internal roadways would be demolished in order to facilitate the development of the project.

To ensure that potential construction activities do not result in any significant adverse impacts, the project includes the preparation of a worker health and safety plan (HSP) including but not limited to the prevailing site conditions, the possibility for elevated concentrations of herbicides, pesticides, arsenic and other compounds in the soil and dissemination of the plan to its employees and subcontractors.

Upon construction of the project, the project site would be accessible from Avenida Del Oro, and an emergency access driveway would be provided further north on Avenida Del Oro (refer to Figure 3, Site Plan). The proposed lot consolidation and street vacation would not expand the development area of the previously approved PCBP.

The project would also include an 8-foot-high screen wall along the northeast property line adjacent to Old Grove Road. The wall would extend from the monument wall near the street intersection with Avenida Del Oro and run northwesterly for 425 feet until turning westerly away from the road to the west property line. The wall height is relative to the sidewalk grade and would run approximately 5 feet south of the property line.

Retaining walls would be utilized in several locations to handle transitions in grades around the property. The retaining wall heights predominantly range from 2 to 20 feet high with a maximum exposed height of 2 feet to 7 feet high as shown on the Preliminary Grading & Drainage Plan within the Development Plan Package.

Lot 11 was dedicated to the City of Oceanside for the location of a future fire station. In order to allow for the development of the distribution center, on August 6, 2014, the Oceanside City Council approved a land swap to designate Lot 26 in place of Lot 11 for the dedication of a fire station within the PCBP.

The proposed distribution facility would be used for small package delivery and sorting for delivery to business and residential customers. Packages would be transported to the site via semi-tractor trailers primarily in the evening and overnight hours. The trailers would be unloaded onto conveyor equipment that sorts and transports the trailers to locations inside the facility where rows of delivery vans would be parked. The packages would then be loaded onto the appropriate vans which would depart in shifts in the morning for delivery to local businesses and residences. Any packages picked up during the day would be returned in the evening when the vans return to the facility. Those packages would then be unloaded onto the conveying equipment and sorted onto outgoing semi-tractor trailers. The vans would be parked in the facility overnight for the sorting and loading process

to begin again for the next day's deliveries. The facility would operate 24 hours a day, 7 days a week, 365 days a year, but would have limited day-time business hours for customers (e.g. missed delivery pickup).

Figure 1: Regional Location Map

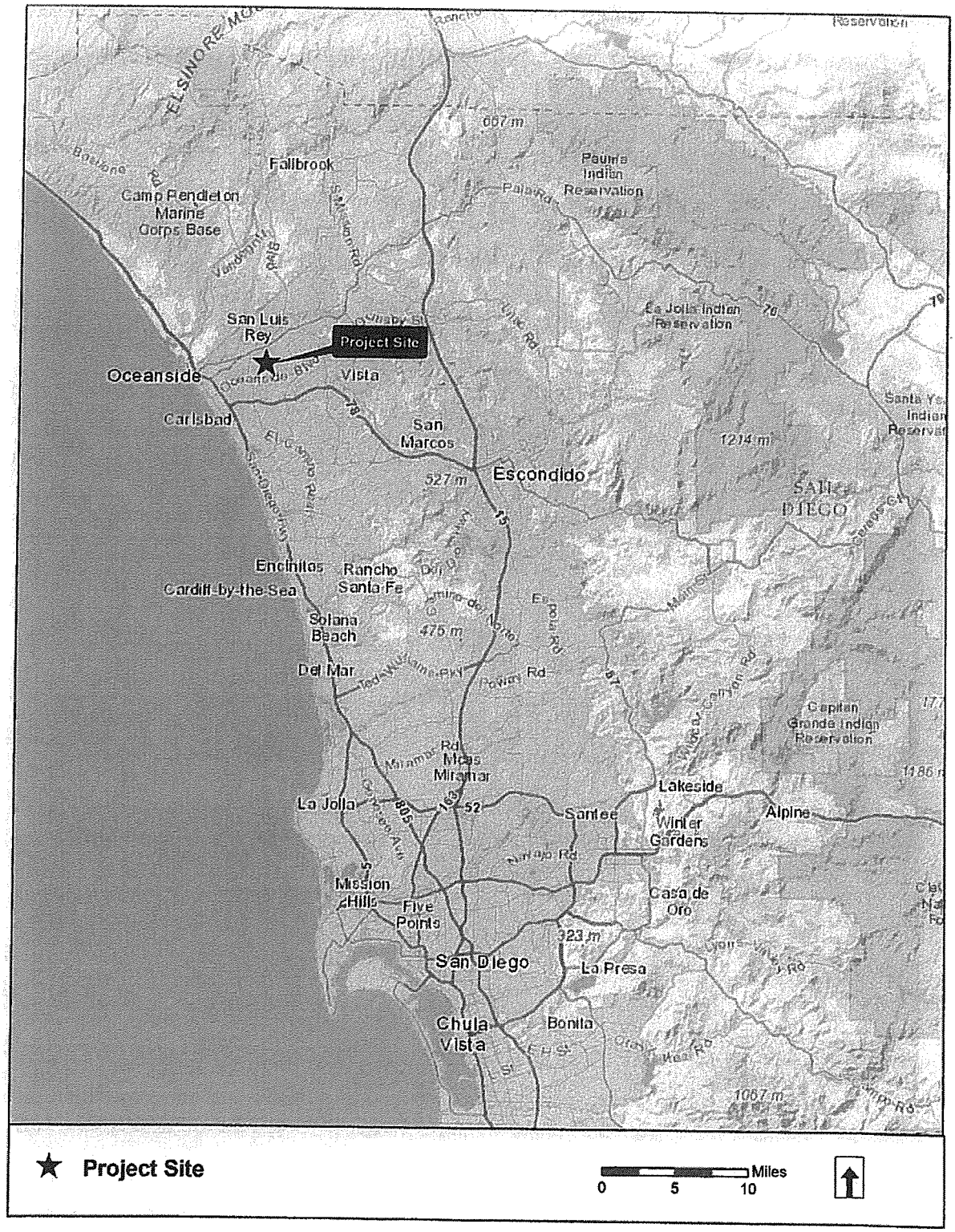
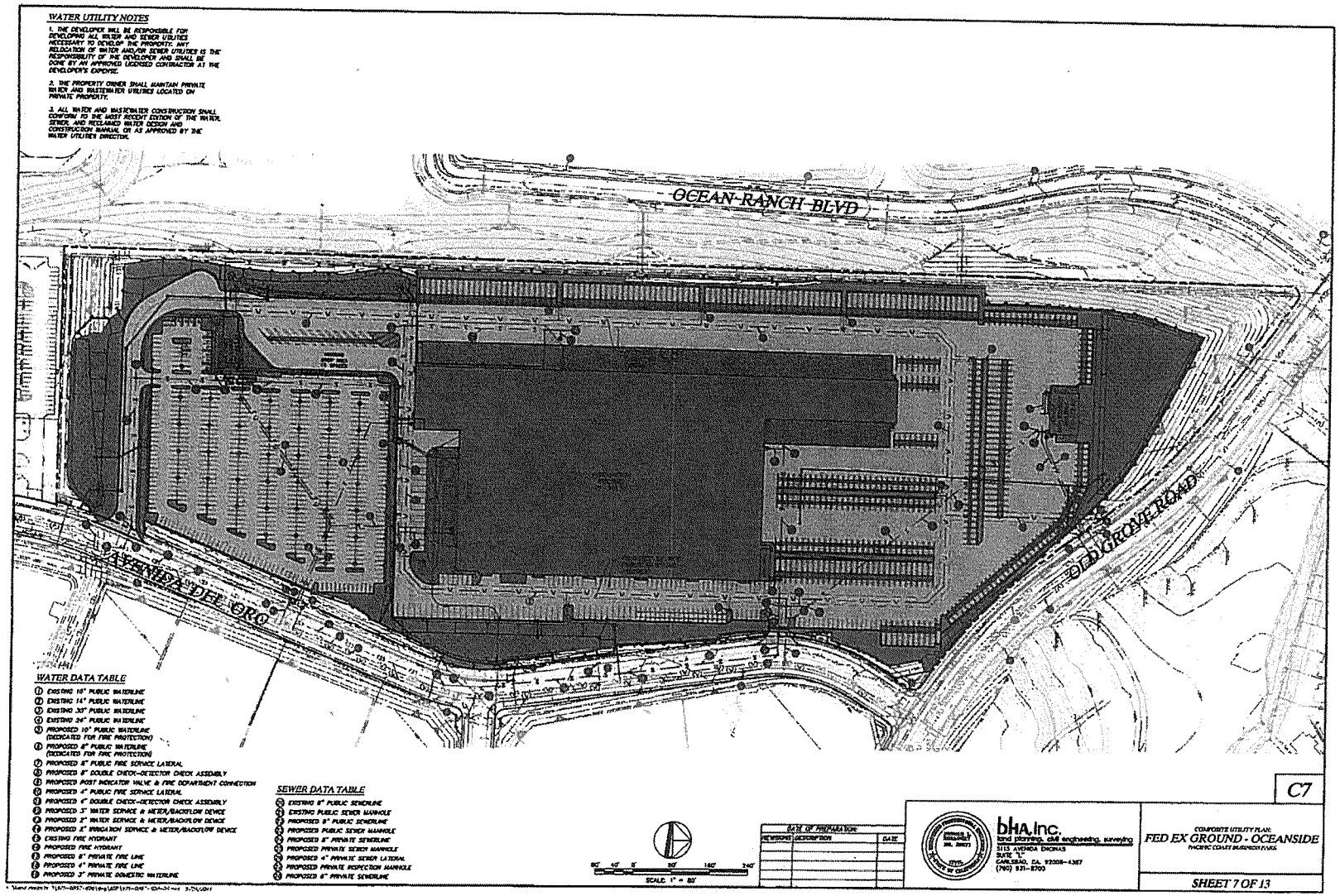


Figure 2: Project Vicinity Map

Figure 3: Site Plan



III. FedEx Ground Distribution Facility Project Environmental Impact Analysis and Project Approval

The scope of City review of the proposed FedEx Ground Project is limited by provisions set forth in CEQA and the State CEQA Guidelines. It is limited to examining environmental effects associated with differences between the proposed Project and the project reviewed in the certified 2005 PCBP EIR and 2009 PCBP SEIR. This Addendum also reviews new information of substantial importance that was not known and could not have been known with exercise of reasonable due diligence at the time the previous EIRs were certified.

The City of Oceanside is the Lead Agency under CEQA and is responsible for reviewing and approving this EIR Addendum. As part of the proposed project's implementation, the City will also consider the following approvals:

- A Development Plan;
- Street Vacation of Blacks Beach Street and a portion of Windansea Street;
- Conditional use Permit for the Truck Terminal;
- Tentative Parcel Map for the Parcel Merger;
- Variance for Retaining Wall Height in excess of 3.5 feet in the front yard; and
- Variance for Building Wall Length in excess of 200 feet.

Additional permits may be required upon review of construction documents. Other permits required for the project may include the issuance of encroachment permits for new driveways, sidewalks, and utilities, walls, fences, security and parking area lighting; building permits; and permits for new utility connections.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

IV. Determination

On the basis of this 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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, (b) none of the conditions described

in Guidelines Section 15162 for a Subsequent EIR or Section 15163 for a Supplemental EIR have occurred and (c) only minor technical changes or additions to the previous environmental documents are necessary. An ADDENDUM TO THE 2005 PACIFIC COAST BUSINESS PARK EIR and 2009 PACIFIC COAST BUSINESS PARK SEIR shall be prepared.

Signature
Marisa Lundstedt, City Planner

11/10/14
Date
For: City of Oceanside

V. Environmental Evaluation

This section evaluates the potential environmental effects of the proposed Project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant after the implementation of feasible mitigation measures. The impact may warrant additional analysis within a Subsequent or Supplemental EIR or the Impact would be within the scope of analysis in the 2005 PCBP EIR and 2009 PCBP SEIR and require no additional analysis to identify additional mitigation measures.

B. "Less than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measure has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Mitigation measures from the 2005 PCBP EIR and 2009 PCBP SEIR will be cross-referenced when applicable.

C. "Less Than Significant Impact" applies where the project creates no significant impacts, only Less than Significant Impacts. These impacts are within the scope of Less Than Significant Impacts identified and evaluated within the 2005 PCBP EIR and 2009 PCBP SEIR and below thresholds considered significant.

D. "No Impact" applies where the project does not create an impact in that category.

1. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

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

The proposed project would be developed within the PCBP area, which was evaluated in the context of the above significance threshold in the 2005 PCBP EIR and 2009 PCBP SEIR. The proposed project would be located immediately adjacent to existing and planned industrial development to the east, planned multi-family housing to the northwest, and a post office and existing and planned industrial development to the south and southwest. There are no scenic

vistas on-site, and implementation of the proposed project would not block views of any designated scenic vistas off-site.

Short-term construction related aesthetic impacts would occur during the presence of construction equipment, and additional signage and warning markers on roadways. No valuable aesthetic resources would be destroyed as a result of construction related activities. These impacts are temporary in nature and would cease upon project completion. For these reasons, no impact would occur in regard to adversely affecting a scenic vista.

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

As discussed in response V.1(a) above, the project site is located within an urban, planned industrial area. The site has already been graded into 12 development pads with roadways and other associated infrastructure in place in anticipation of future buildout. There are no scenic resources on site, nor is the site located within a State-designated scenic highway. Thus, implementation of the proposed project would not block views of any scenic resources off-site. For these reasons, no impact would occur in regards to adversely affecting scenic resources.

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

As discussed in response V.1(a) above, the proposed project would be developed within the PCBP area, which was evaluated in the context of the above significance threshold in the 2005 Final EIR and 2009 Final SEIR. The proposed project would be located in a predominately industrial and commercial area and would be consistent with the existing surrounding development. Implementation of the proposed project would not negatively impact or substantially degrade the visual quality of the site or its surroundings. Therefore, no impact would occur in this regard.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* ***Less Than Significant Impact.***

The proposed project would include outdoor lighting on the site along driveways, in the parking lots and entrance areas. The project's outdoor lighting would be compatible in brightness to the ambient lighting in the surrounding area and would utilize more stringent Backlight, Uplight, and Glare (BUG) rated fixtures whenever possible in order to minimize light pollution and trespass. Fixtures with a low BUG rating emit very little light where not needed, thus significantly reducing light pollution. However, development of the distribution center would result in an increase in the existing level of illumination in the area.

The project has undergone architectural and site design review by Planning staff and the City's Application Review Committee to ensure the project would not adversely affect the visual quality of the area or create a substantial new source of light or glare for nearby residences or persons traveling on Old Grove Road or Avenida Del Oro. Therefore, impacts related to creating a new source of substantial light or glare would be considered less than significant.

Cumulative Impacts

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. As discussed above, project-related impacts would be less than significant. While the proposed Project plus cumulative development would change the appearance of the site and surrounding area, so long as development abides by the applicable local planning and design guidelines, aesthetic impacts are not expected to be cumulatively considerable. Therefore, no adverse cumulative aesthetic impacts would occur.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for aesthetics.

Refined Project Mitigation Measures

Potentially significant impacts relative to aesthetics would not occur. No mitigation is required.

2. Agricultural and Forestry Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

2. Agricultural and Forestry Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

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

The project site and surrounding areas are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the State of California Important Farmland Map, and therefore would not result in a conversion of documented agricultural lands to non-agricultural use. The site was previously used for agriculture, but is no longer in agricultural production and is currently graded and zoned for industrial use. Additionally, impacts to farmland were evaluated in the 2005 PCBP EIR and 2009 PCBP SEIR, and were determined to have no impact. Therefore, no impact would occur as a result of the proposed project.

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

The project site is not currently zoned for agricultural use and is not under a Williamson Act contract. Therefore, no impact would occur as a result of the proposed project.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?* ***No Impact.***

The project site is not currently zoned for forest land, timberland, or timberland zoned for production. Therefore, improvements planned as part of the proposed project would not conflict with existing zoning or cause rezoning of any such land. Therefore, no impact would result.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?* ***No Impact.***

The project site is currently graded and does not contain forest land. Therefore, no impact would occur in regard to changing forest land to a non-forest use.

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

Refer to response V.2(a) above. Impacts to farmland as a result of build out of the PCBP were evaluated in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR, and were determined to have no impact. The site was previously used for agriculture, but is no longer in agricultural production and is currently graded and zoned for industrial use. Thus, no impact would occur in this regard.

Cumulative Impacts

The proposed Project would not cause a significant impact to agricultural and forestry resources. Therefore, the proposed Project would not contribute to a cumulatively considerable impact.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for agricultural and forestry resources; thus, no new and/or refined mitigation measures are required for issues related to agricultural and forestry resources.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to agricultural and forestry resources.

3. Air Quality

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

3. Air Quality

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

Discussion

A project-specific Air Quality Technical Report was prepared by Scientific Resources Associated (October 2014) to evaluate air quality impacts associated with the proposed project. The results and conclusions of the report are summarized herein.

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

The project site is located within the San Diego Air Basin (SDAB). The San Diego Air Pollution Control District (SDAPCD) manages air quality in the SDAB. The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was updated in 1995, 1998, 2001, 2004 and most recently in 2009[1] (SDAPCD 2009). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The RAQS does not address the state air quality standards for PM_{10} or $PM_{2.5}$. The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act for areas that are out of attainment of air quality standards. The SIP includes the SDAPCD's plans and control measures for attaining the O_3 NAAQS. The SIP is also updated on a triennial basis. The latest SIP update that has been approved by EPA was in 2007. The current SIP is the SDAPCD's Eight-Hour Ozone Attainment Plan for San Diego County (hereinafter referred to as the Attainment Plan) (SDAPCD 2007). These two plans form the applicable air quality plans for the SDAB.

The RAQS and SIP are plans that develop an analysis of how the air basin will attain and maintain the ambient air quality standards, and identifies strategies that will be used to achieve attainment. These strategies are then adopted as rules and regulations in the SDAPCD's Rules and Regulations, and all facilities must comply with applicable rules and regulations. The project is consistent with the General Plan for the City of Oceanside. Therefore, the project is consistent

[1] San Diego Air Pollution Control District. Regional Air Quality Strategy. 2009.

with the RAQS and SIP, and would not conflict with or obstruct the implementation of the applicable air quality plan.

The construction and operational phases of the proposed project must be in compliance with the strategies in the air quality plans for the SDAB for attaining and maintaining air quality standards. The following is an analysis of construction and operational emissions resulting from the proposed project and consistency with the air quality plans for the SDAB.

Construction Phase

Emissions from the construction phase of the proposed project were estimated based on information from the project developer for construction equipment requirements and schedule. It was assumed that construction of the proposed project would commence in late-2014 and require approximately 12 months to-complete.

Construction emissions were evaluated using the CalEEMod Model Version 2013.2.2[2], which is a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions from land use projects.

Table 1 provides a summary of the emission estimates for construction for the proposed project, assuming standard fugitive dust control measures would be implemented.

As shown in Table 1, emissions of all criteria pollutants would be below the SCQAMD significance threshold for construction. In the absence of local thresholds, the SDAPCD utilizes the guidance provided by the thresholds established by the SCAQMD to determine the significance of project impacts.

Table 1
Estimated Construction Emissions FedEx Ground Facility

Emission Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Total Construction Emissions, lbs/day						
Pavement Demolition						
Fugitive Dust	-	-	-	-	0.19	0.03
Offroad Diesel	3.77	44.59	32.41	0.04	2.12	2.00
Onroad Diesel	0.05	0.82	0.52	0.002	0.05	0.02
Worker Trips	0.06	0.08	0.82	0.002	0.12	0.03
TOTAL	**3.88**	**45.49**	**33.75**	**0.04**	**2.48**	**2.08**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*

[2] ENVIRON, CalEEMod Model, Version 2013.2.2. November.

Table 1
Estimated Construction Emissions FedEx Ground Facility

Emission Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Total Construction Emissions, lbs/day						
Building Construction						
Building Construction Heavy Equipment Exhaust	2.92	29.61	18.91	0.03	1.73	1.64
Building Construction Vendor Trips	1.31	12.23	12.88	0.02	0.87	0.40
Building Construction Worker Trips	1.04	1.23	13.51	0.03	2.04	0.55
TOTAL	**5.27**	**42.07**	**44.30**	**0.08**	**4.64**	**2.59**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Architectural Coatings Application						
Architectural Coatings Emissions	47.33	-	-	-	-	-
Architectural Coatings Heavy Equipment Exhaust	0.11	2.35	1.83	0.003	0.10	0.10
Architectural Coatings Worker Trips	0.19	0.22	2.42	0.005	0.41	0.11
TOTAL	**47.63**	**2.57**	**4.25**	**0.01**	**0.51**	**0.21**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Offroad Diesel	1.64	22.89	15.95	0.02	1.05	1.00
Paving Offgassing	0.13	-	-	-	-	-
Worker Trips	0.06	0.08	0.82	0.002	0.12	0.03
TOTAL	**1.83**	**22.97**	**16.77**	**0.02**	**1.17**	**1.03**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Maximum Simultaneous Daily Emissions - 2014[a]	**7.10**	**70.40**	**62.07**	**0.10**	**5.82**	**4.20**
Maximum Simultaneous Daily Emissions - 2015[a]	**54.31**	**65.65**	**63.54**	**0.11**	**6.18**	**3.70**
Significance Criteria	**137**	**250**	**550**	**250**	**100**	**100**

Table 1 Estimated Construction Emissions FedEx Ground Facility						
Emission Source	**ROG**	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
Total Construction Emissions, lbs/day						
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

[A] *Maximum simultaneous emissions calculated by CalEEMod*

Source: Kimley-Horn and Associates, Inc. Air Quality Technical Report for the Pacific Coast Business Park FedEx Ground Project. October 21, 2014.

Diesel exhaust particulate matter is known to the state of California to contain carcinogenic compounds. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined in the California Air Pollution Control Officers' Association (CAPCOA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines[3] as 24 hours per day, 7 days per week, 365 days per year, for 70 years. Diesel exhaust particulate matter would be emitted during the construction period assumed for the project from heavy equipment used in the construction process. Given the short-term nature of project construction and the fact that heavy equipment exhaust emissions are not significant, exposure to diesel exhaust emissions during construction would be less than significant.

Operational Phase

The main operational impacts associated with the proposed project would be impacts associated with traffic. Minor impacts would be associated with area sources such as energy use and landscaping. To estimate emissions associated with area sources, the CalEEMod Model was used. The CalEEMod Model provides estimates of emissions associated with operations, including area sources such as energy use, landscaping, and on-road traffic. To estimate emissions from on-road vehicles, the EMFAC2011 model, which is the latest version of the Caltrans emission factor model for on-road traffic, was used. One-way trip lengths from employee trips (light-duty autos and trucks) were assumed to be 15 miles. A one-way trip length of 50 miles for truck traffic was used based on similar projects involving distribution facilities. Traffic emissions were calculated based on net traffic generation of 8 trips per 1000 square feet, with 70% of trips attributable to passenger vehicles and 30% to trucks (assuming a passenger car equivalent of 2.5), for a total of 1736 passenger vehicle trips and 298 truck trips. Based on the nature of the project as a distribution facility, it was assumed that the truck trips would be attributable to heavy-duty tractor-trailer trucks (modeled as T7 trucks).

Table 2 presents a summary of the maximum daily operational emissions estimated for the proposed project. As shown in Table 2, emissions are below the significance thresholds for all pollutants.

[3] California Air Pollution Control Officers' Association (CAPCOA). Air Toxics "Hot Spots" Program Risk Assessment Guidelines. 1993.

Table 2 Maximum Daily Operational Emissions						
Emission Source	**ROG**	**NOx**	**CO**	**SOx**	**PM_{10}**	**$PM_{2.5}$**
			lbs/day			
Area Sources	15.88	0.0003	0.03	0.0000	0.0001	0.0001
Energy Use	0.02	0.17	0.14	0.0001	0.0131	0.0131
Vehicle Emissions	63.19	204.00	216.06	0.78	13.68	6.49
TOTAL	**79.09**	**204.17**	**216.23**	**0.78**	**13.69**	**6.50**
Significance Criteria	137	250	550	250	100	100
Significant?	*No*	*No*	*No*	*No*	*No*	*No*

Maximum results for summer vs. winter season reported.

Source: Kimley-Horn and Associates, Inc. Air Quality Technical Report for the Pacific Coast Business Park FedEx Ground Project. October 21, 2014

Carbon Monoxide "Hot Spots" Analysis

To evaluate the potential for the project to expose sensitive receptors to substantial pollutant concentrations, an evaluation of the potential for CO "hot spots" was conducted. According to Caltrans guidance[4] (University of California Davis 1998), CO "hot spots" have the potential to form when intersection level of service is degraded by project-related traffic to a level of service of E or F. Based on the Traffic Impact Study[5] there are no intersections that would degrade to LOS E or F due to project-related traffic and based on the proposed development for the entire Pacific Coast Business Park. Accordingly, the project would not have the potential to cause CO "hot spots", and no significant impact would result.

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

As described above, the Air Quality Technical Report prepared for the proposed project determined that emissions associated with the construction and operations of the facility would be below the significance thresholds for all pollutants. Therefore, implementation of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation.

[4] University of California, Davis. Transportation Project-Level Carbon Monoxide Protocol. April 1993.

[5] Kimley-Horn and Associates, Inc. Traffic Impact Analysis for the Revised Pacific Coast Business Park in the City of Oceanside. April 1993.

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

The SDAB is in nonattainment for PM_{10}, $PM_{2.5}$, and ozone. For nonattainment pollutants (ozone, with ozone precursors NOx and VOCs, and PM_{10}), if emissions exceed the significance thresholds shown in Table 1 and 2 above, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on ambient air quality. As shown in Tables 1 and 2, emissions are below the significance thresholds for all pollutants. Therefore, cumulative impacts from construction and operational emissions would be less than significant.

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

The CEQA Guidelines indicate that a potentially significant impact could occur if the proposed project would expose sensitive receptors to substantial pollutant concentrations.

As described above, the Air Quality Technical Report prepared for the proposed project determined that emissions associated with the facility's operations would be below the significance thresholds for all pollutants. Given emissions are below the significance thresholds and the project is consistent with the City of Oceanside General Plan, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts from operations would be less than significant.

e) *Create objectionable odors affecting a substantial number of people?* ***No Impact.***

The SCAQMD CEQA Air Quality Handbook[6] identifies certain land uses as sources of odors. These land uses include the following: agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, diaries, and fiberglass molding. The proposed project is a warehouse/distribution facility and does not propose to include any odor inducing uses on the site. As the proposed project would not be a source of objectionable odors, no impact would occur.

Cumulative Impacts

A project that has a significant impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_x and/or ROGs as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the SCAQMD, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data. As discussed above, the proposed

[6] South Coast Air Quality Management District. CEQA Air Quality Handbook (1993), as updated.

Project emissions would be below the significance thresholds during both construction and operations. The impact would therefore not be cumulatively considerable.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for air quality.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to air quality.

4. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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 or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

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 not have an effect, either directly or through habitat modifications, on any species identified as a candidate as sensitive, or as a special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS). The project site is graded and does not contain suitable habitat for any protected species. The project proposes to consolidate the 12 existing parcels into one, and demolish all internal roadways in order to facilitate the development of the distribution center. Since the proposed project would not expand the boundaries or exceed the allowable square footage of the previously approved project, no additional impacts would occur that have not already been analyzed in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR. Therefore, there would be no impact to sensitive species.

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

The project site is currently graded and is not located near any riparian habitat. The project proposes to consolidate the 12 existing parcels into one, and demolish all internal roadways in order to facilitate the development of the distribution center. Construction of the proposed project would not expand the boundaries or exceed the allowable square footage of the previously approved project. No additional impacts would occur that have not already been analyzed in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR. Therefore, impacts to riparian habitat or other sensitive natural community would not occur as a result of the proposed project.

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.***

Impacts to federally protected wetlands were evaluated in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR. The EIRs found no impacts related to wetlands or compliance with the Clean Water Act for the PCBP project area. Since this project does not propose to expand development to an area outside of which was previously analyzed, no impacts would occur.

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

The proposed project is not located within a known migratory wildlife corridor or wildlife nursery site. Impacts to migratory species were evaluated in the previously certified 2005 PCPB EIR and 2009 PCBP SEIR and no impacts were found. The project proposes to build a distribution facility consistent with applicable land use regulations and policies. No additional development is being proposed by this project than what was already analyzed in the previously certified EIR's. Therefore, there would be no impact to migratory wildlife.

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

The proposed project would not conflict with any local policies or ordinances protecting biological resources. The site is currently graded and contains ornamental landscaping along the recently constructed roadways. In addition, the site does not contain any protected trees or biological material. Local policies or ordinances would be the same as those evaluated in the 2005 PCBP EIR and 2009 PCBP SEIR. Therefore, no impact to any local policies or ordinances in place to protect biological resources would occur.

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

The project site is located in an urban environment and is not included in an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact relative to adopted habitat conservation or other approved local, regional or state plans would occur.

Cumulative Impacts

The proposed Project would not cause a significant impact to biological resources. Therefore, the proposed Project would not contribute to a cumulatively considerable impact.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for biological resources.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project.

5. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

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

A Cultural Resources Survey of the overall Rancho Del Oro Specific Plan area was prepared by Westec Services and was included in the original 1985 RDO Specific Plan EIR. This report stated that no cultural resources were found on or near the project site (Westec, 1979). In addition, the 2005 PCBP EIR and 2009 PCBP SEIR found no impacts in regard to cultural resources. Since the previous Cultural Resources Survey associated with the Original 1985 RDO Specific Plan EIR anticipated build out of the proposed project area, and implementation of the proposed project would not expand the boundaries of the previously approved RDO Specific Plan, no impacts would occur.

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

Refer to response V.5(a) above. Impacts related to archaeological resources were analyzed and considered to have no impact in the previously certified 1985 RDO Specific Plan EIR, which anticipated build out of the project site. No substantive changes to the disposition of impacts would result from the proposed project than what was previously analyzed; therefore no impact would occur.

c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* ***Less Than Significant with Mitigation Incorporated.***

The project area is entirely underlain by the Eocene Santiago Formation which is known to be fossil bearing. It is anticipated that the Santiago Formation would be encountered in pad excavation or utility trenches. Mitigation was included in the 2005 PCBP EIR to evaluate and document fossil material when encountered in site grading and trenching. The following (previously adopted in the 2005 PCBP EIR) mitigation measures would be required in order to reduce impacts related to paleontological resources to less than significant.

MM CUL-1: Prior to issuance of grading permits, the applicant shall confirm to the City of Oceanside that a qualified paleontologist has been retained to carry out the mitigation program. A paleontological monitor shall be on-site during grading operations to evaluate the presence of fossils within previously undisturbed sediments of the Santiago Formation to inspect cuts for contained fossils.

MM CUL-2: When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. Some fossil specimens may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading.

MM CUL-3: Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collections such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City and other interested agencies.

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

Refer to response V.5(a) and V.5(b) above. Impacts related to archaeological resources were analyzed and considered to have no impact in the previously certified 1985 RDO Specific Plan EIR, which anticipated build out of the project site. The proposed project would not expand the boundaries of the previously approved RDO Specific Plan, therefore no impact would occur.

Cumulative Impacts

The proposed Project would result in less than significant impacts with mitigation incorporated. The chances of cumulative impacts occurring as a result of project implementation plus implementation of other projects in the region is not likely since all proposed Projects would be subject to individual project level environmental review. Since project-related impacts would not be significant and due to existing laws and regulations in place to protect historical and cultural resources and prevent significant impact to paleontological resources, the potential incremental effects of the proposed Project would not be cumulatively considerable. This finding is supported by the cumulative effects finding for potential impacts on cultural resources resulting from implementation of the 2005 PCBP EIR and 2009 PCBP SEIR.

Mitigation Measures from the Previously Certified EIRs

The proposed Project shall implement mitigation measures CUL-1, CUL-2, and CUL-3 to reduce potentially significant impacts to paleontological resources. These mitigation measures are consistent with the mitigation measures identified in the 2005 PCBP EIR (Chapter IV.B). No new and/or refined mitigation measures are required for issues related to cultural resources.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to cultural resources.

6. Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 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?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion

A project specific Geotechnical Report was prepared by Christian Wheeler, Inc. on March 3, 2014 to evaluate geological impacts associated with the proposed project. The results and conclusions of the report are summarized herein.

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

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

The project site is located within a seismically active region of southern California and would likely be subject to groundshaking. However, no known active seismic faults traverse the City of Oceanside;[7] therefore, impacts related to a fault rupture are not anticipated to be significant. The proposed project would be required to be in conformance with the 2013 California Building Code (CBC), the City's Seismic Hazard Mitigation Ordinance, and other applicable standards. No additional impacts would result from the proposed project than what was previously analyzed in the 2005 PCBP EIR and 2009 PCBP SEIR and impacts would remain less than significant.

2) *Strong seismic ground shaking?* ***Less Than Significant Impact.***

There are several active and potentially active fault zones that could affect the project site. The faults within these zones include the Newport-Inglewood, Whittier, San Andreas, San

[7] USGS. Quaternary Faults Web Mapping Application. Accessed February 26, 2014. http://earthquake.usgs.gov/hazards/qfaults/imsintro.php

Jacinto, Malibu-Coast-Raymond, Palos Verdes, San Gabriel, and Sierra Madre-Santa Susana-Cucamonga faults. The proposed project would be required to be in conformance with the 2013 California Building Code (CBC), the City's Seismic Hazard Mitigation Ordinance, and other applicable standards. Conformance with standard engineering practices and design criteria would reduce the effects of seismic groundshaking to less than significant.

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

Liquefaction generally occurs as a "quicksand" type of ground failure caused by strong groundshaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of groundshaking. According to the 2002 City of Oceanside General Plan and the Geotechnical Report prepared for this project, the project site is not susceptible to liquefaction hazards. Therefore, no liquefaction impacts would occur.

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

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The underlying geologic unit of the project site is the Santiago Formation which is commonly associated with land sliding or slope instability. The site has already been graded and includes both slope buttresses and large stability fills to enhance slope stability.[8] The Geotechnical Report prepared for the project site concludes that slope instability is not expected with development of the project since previous grading addressed slope instability issues. Site stabilization and soil compaction requirements required by previous grading, as well as compliance with the 2013 California Building Code, and the City's Seismic Hazard Mitigation Ordinance would reduce any potential impacts to less than significant levels.

b) *Result in substantial soil erosion or the loss of topsoil?* ***Less Than Significant Impact.***

Trenching during the construction phase of the project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. However, erosion and loss of topsoil can be controlled using standard construction practices identified in the design level Geotechnical Report prepared for the project. With adherence to the design level geotechnical recommendations identified in the Geotechnical Report, impacts would be considered less than significant.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* ***Less Than Significant Impact.***

Refer to response V.6 (a) above. According to the geotechnical report prepared for the project, lateral spreading, subsidence, and liquefaction are not concerns associated with on-site soils. Adherence to the design level geotechnical recommendations identified in the Geotechnical Report would reduce impacts related to an unstable geologic unit to less than significant.

d) *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2013),*

[8] Christian Wheeler, Inc. Geotechnical Report prepared for the FedEx Ground Project. March 3, 2014.

creating substantial risks to life or property? ***Less Than Significant Impact.***

The dominant underlying geologic unit is the Santiago Formation. The Santiago Formation is known to have zones of moderate to highly expansive soils. Although the site has already been graded and included both slope buttresses and large stability fills to enhance slope stability, the geotechnical report recommends select grading so that the soil within 4 feet of the bottom of footings consists of soils with an expansion index of 50 or less. The Project would not require the import or export of fill material. There would be approximately 165,000 cubic yards of cut and fill during grading of the Project. All material would be balanced on-site. Compliance with these recommendations along with all other recommendations identified in the Geotechnical Report would reduce impacts related to expansive soil 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 not include the implementation of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard.

Cumulative Impacts

The potential cumulative impact related to earth and geology is typically site specific. The analysis herein determined that the proposed Project would not result in any impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing state and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic groundshaking, seismic-induced ground failure (including liquefaction), and landslides. Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations, along with mitigation assigned to the proposed Project, would render potentially adverse geological and soil effects of the proposed Project to a level of less than significant. Moreover, these existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the Oceanside region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed Project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in the Oceanside region. The impacts of the proposed Project related to geology and soils would be less than cumulatively considerable.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for geology and soils.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to geology and soils.

7. Greenhouse Gas Emissions

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* ***Potentially Significant Impact***

The 2009 PCBP SEIR included an evaluation of greenhouse gas (GHG) impacts. The threshold used to evaluate significance within the Supplemental EIR was based on the ARB's Scoping Plan, and was 30% below "business as usual" emissions. Based on this threshold, the FedEx Ground Distribution Facility Project's GHG emissions have been evaluated for consistency with the Supplemental EIR.

It should be noted that the SCAQMD uses a significance threshold of 10,000 metric tons of CO_2e to address significance of GHG emissions from industrial land use projects.

An Air Quality Technical Report was prepared by Scientific Resources Associated (SCA) on October 21, 2014 in order to assess whether or not the project would have a significant impact on the environment. The results of the Air Quality Technical Report are summarized below.

Construction Emissions

GHG emissions associated with project construction were estimated using the CalEEMod Model. Based on the analysis, total greenhouse gases associated with construction are summarized in Table 3.

Table 3
Greenhouse Gas Emissions-Construction

Construction Year	CO_2 Emissions, metric tons	CH_4 Emissions, metric tons	N_2O Emissions metric tons	Co_2e Emissions, Metric tons
2014/2015	1,063	0.19	0.00	1,066

Source: CalEEMod Model runs.

The total emissions are estimated at 1,066 metric tons of CO_2 total for the duration of construction. Amortized over 30 years, the annual CO_2 emissions would be 36 metric tons per year.

Operational Emissions

California Assembly Bill 1493 (Pavley) enacted on July 22, 2002, required ARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by ARB would apply to 2009 and later model year vehicles. ARB estimated that the regulations would reduce climate change emissions from the light duty passenger vehicle fleet by an estimated 18% in 2020 and by 27% in 2030 (AEP 2007). Once implemented, emissions from new light-duty vehicles are expected to be reduced in San Diego County by 21 percent by 2020. The ARB has adopted amendments to the "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments, approved by the Board on September 24, 2009, are part of California's commitment toward a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. ARB's September amendments will cement California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments will also assist California in harmonizing its rules with the federal rules for passenger vehicles. It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency.

Executive Order S-01-07 was enacted by the Governor on January 18, 2007. Essentially, the order mandates the following: 1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and 2) that a Low Carbon Fuel Standard ("LCFS") for transportation fuels be established for California. It is assumed that the effects of the LCFS would be a 10% reduction in GHG emissions from fuel use by 2020. On April 23, 2009, ARB adopted regulations to implement the LCFS.

Emissions of GHGs were calculated assuming a "business as usual" scenario, which does not account for any GHG reduction measures. Business as usual emissions were calculated for energy use (including electricity and natural gas usage), water use, and vehicles.

Emissions associated with the site's area sources, electricity, natural gas, water use, and solid waste handling and disposal were calculated using the CalEEMod Model. Emissions from vehicles under "business as usual" conditions were calculated using the EMFAC2011 model. The EMFAC2011 model provides estimates of emission factors with and without the Pavley and LCFS programs implemented. Table 4A presents emissions with consideration of the Pavley and LCFS programs.

As shown in Table 4A, emissions associated with the proposed project are below the SCAQMD's significance threshold for industrial projects of 10,000 metric tons of CO2e emissions. Additional evaluation was conducted to determine the project's reductions from "business as usual" levels.

Table 4A
GHG Emissions from the Project (metric tons)

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Operational Emissions				
Area Source Emissions	0.0057	0.00002	0.0000	0.0061
Energy Use Emissions	34	0.0007	0.0006	34
Water Usage Emissions	23	2.37	0.0560	90
Solid Waste Emissions	61	3.58	0.0000	136
Vehicle Emissions	9,066	0.10	0.96	9,366

Amortized Construction Emissions	36	-	-	36
Total	**9,220**	**6.05**	**1.02**	**9,662**
Global Warming Potential Factor	1	21	310	
CO_2 Equivalent Emissions	9,220	127	315	9,662
Total CO_2 Equivalent Emissions	**9,662**			

Sources: GHG Emission Calculations, Appendix A, Based on California Climate Action Protocol; EMFAC2011 Model Calculations.

The significance thresholds are based on a threshold of 30% below "business as usual" levels. If the project can demonstrate that it meets one of these thresholds, it is considered to demonstrate that a project would not generate GHG gas emissions, either directly or indirectly, that may have a significant impact on the environment. Also, provided the project is consistent with applicable plans, programs, and regulations, the project would be consistent with the goals of AB 32.

The proposed buildings would be constructed to meet the Title 24 standards as of 2013. The Title 24 energy efficiency standards would reduce energy use by 15% in accordance with CalGREEN standards (California Building Officials 2012). In addition, water use would be reduced indoors, and water-efficient landscaping would reduce water use for outdoor irrigation. These reductions were accounted for within the CalEEMod Model.

The results of the GHG inventory for emissions with implementation of GHG reduction measures are presented in Table 4B.

Table 4B
GHG Emissions for the Project (metric tons)

Emission Source	Annual Emissions (Metric tons/year)			
	CO_2	CH_4	N_2O	CO_2e
Operational Emissions				
Area Source Emissions	0.0057	0.00002	0.0000	0.0061
Energy Use Emissions	29	0.0006	0.0005	29
Water Usage Emissions	18	1.87	0.0443	71
Solid Waste Emissions	15	0.90	0.0000	34
Vehicle Emissions	8,538	0.10	0.92	8,825
Amortized Construction Emissions	36	-	-	36
Total	**8,636**	**2.87**	**0.96**	**8,995**
Global Warming Potential Factor	1	21	310	
CO_2 Equivalent Emissions	8,636	60	299	8,995
Total CO_2 Equivalent Emissions	**8,995**			

Business as Usual CO_2 Equivalent Emissions	9,662
Pacific Coast Business Park Co_2 Equivalent Emissions	88,611
Percent Reduction	6.90%

Sources: GHG Emission Calculations, Appendix A, Based on California Climate Action Protocol; EMFAC2011 Model Calculations.

As shown in Table 4B, GHG emissions associated with the FedEx Ground Distribution Facility Project would be within the total GHG emissions disclosed in the Supplemental EIR for PCBP. The project would therefore not increase the severity of the impact identified in the Supplemental EIR, which identified GHG impacts as a significant cumulative impact. The proposed Project would not meet the significance threshold by reducing operational GHG emissions by 30%. Because the project would not reduce emissions by more than 30% as indicated in the Supplemental EIR, cumulative impacts for the project would be significant. These conclusions are consistent with the conclusions of the Supplemental EIR.

The Supplemental EIR identified project design features and other measures that would reduce GHG emissions within PCBP. Emissions would remain above the significance threshold even with implementation of these measures. However, emissions would remain within the levels disclosed in the Supplemental EIR and conclusions are consistent with the Supplemental EIR.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* ***Less Than Significant Impact***

The City of Oceanside completed their 2005 GHG Emissions Inventory in 2011, but has not yet adopted a Climate Action Plan. The City's General Plan does not address GHG emissions. The project would therefore not conflict with an applicable City plan, policy or regulation to reduce emissions of greenhouse gases. As described above, the FedEx Ground Distribution Facility project's emissions would be below the SCAQMD's significant thresholds during both construction and operations. In the absence of local thresholds, the SDAPCD utilizes the guidance provided by the thresholds established by the SCAQMD to determine the significance of project impacts. Utilizing these thresholds as their benchmark, impacts are less than significant.

Cumulative Impacts

The project's emissions would be below the SCAQMD's threshold for GHG emissions from an industrial facility of 10,000 metric tons of CO2e; however, the project would not reduce emissions by more than 30% below "business as usual". As discussed above, the project would result in a cumulatively considerable impact due to GHGs. This conclusion is consistent with the conclusion within the Supplemental EIR for PCBP.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not identify any mitigation measures for GHG gas emissions.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to greenhouse gas emissions.

8. Hazards and Hazardous Materials

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

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

According to the Phase I Environmental Site Assessment (ESA) conducted for the project and dated March 2014, until 2005 the project site appears to have been cultivated for agricultural

purposes dating back to at least 1946. The application of persistent organochlorine pesticides or arsenical herbicides was typical during the 1950s to 1970s, and may have been used in the past at this property thus contributing to the potential degradation of the soil quality on the site. Exportation of on-site soils is not anticipated; however, construction of the project could expose construction workers and future on-site maintenance workers to contaminated soil. Therefore, proper management and special handling of the soil may be necessary during construction activities.

To ensure that the potential construction activities do not result in any significant adverse impacts, the project would include the preparation of a worker health and safety plan (HSP) including but not limited to, the prevailing site conditions, the possibility for elevated concentrations of herbicides, pesticides, arsenic and other compounds in the soil and dissemination to its employees and subcontractors.

Once the project is constructed, hazardous materials would be limited to those associated with a package shipping facility. These include household cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Adherence to Federal, state, and local health and safety requirements regarding these substances, and the preparation of a worker health and safety plan (HSP) would reduce the potential impacts to less than significant.

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

The proposed project is not anticipated to result in a release of hazardous materials into the environment. The proposed project consists of a package shipping facility and the use of hazardous materials and substances would be limited to household cleaners, paints, solvents; and fertilizers and pesticides for site landscaping. All materials and substances would be subject to applicable health and safety requirements. A less than significant impact would occur.

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

No schools are presently located within one-quarter mile of the project site. The closest school site is Ivey Ranch Elementary, just over one-quarter mile to the northwest of the project area. Any future school developed within the surrounding area will be subject to the oversight of the California Department of Toxic Substances Control, as required by State law.

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

The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.[9] No significant adverse impacts relative to hazardous materials sites would result with project implementation.

[9] California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed: February 13, 2014.

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 Oceanside Municipal Airport is approximately three miles to the west of the project site. Since the project site is not located within two miles of a private or public airport; no impacts would occur.

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.***

g) The proposed project site is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.

h) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* ***Less Than Significant Impact.***

The proposed project would have no impacts on emergency response plans or emergency evacuation plans. The City of Oceanside has adopted an Emergency Plan to identify evacuation routes, emergency facilities, and City personnel and equipment available to effectively deal with emergency situations. No revisions to the adopted Emergency Plans would be would be required as a result of the proposed project. Primary access to all major roads would be maintained during construction of the proposed project. Therefore, no significant impacts would occur.

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

The proposed project would not expose people or structures to a risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The project site is in a developed urban area and it is not adjacent to any wildland areas. Therefore, no impact would occur in regard to wildland fires.

Cumulative Impacts

The incremental effects of the proposed Project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed Project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for Hazards and Hazardous Materials.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues hazards and hazardous materials.

9. Hydrology and Water Quality

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

Discussion

A project specific Stormwater Management Plan was prepared by BHA, Inc. on March 3, 2014 and revised on July 17, 2014 to evaluate hydrology and water quality impacts associated with the proposed project. The results and conclusions of the plan are summarized herein.

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

The existing stormwater runoff from each parcel currently drains to a sedimentation basin prior to discharge to the storm drain. The proposed project site has four historical discharge points, all via the constructed storm drains below Avenida Del Oro, Ocean Ranch Blvd, and Old Grove Road.[10] With implementation of the proposed project surface runoff would be directed to the proposed bioretention basins on-site via surface flow or catch basin and storm drain networks. The proposed disturbed area of the site would be 34.0 acres with 24.4 acres of impervious surfaces; 72% of the site would be impervious.

The project site would have 3 points of discharge, 2 of which would enter the existing storm drain below Avenida Del Oro. The third would enter the storm drain to the north below Old Grove Road. The bioretention basins would provide treatment of the stormwater, as well as Hydromodification Management Plan (HMP) flow attenuation to mitigate site runoff to pre-development conditions.

To minimize water quality impacts during construction of the proposed project, construction activities would be required to comply with a Stormwater Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The SWPPP would incorporate BMPs such as gravel bags, silt fence, and fiber rolls. Preparation and implementation of a SWPPP would reduce potential impacts to water quality during construction to less than significant.

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 does not propose to use groundwater. Although the project would result in additional impervious surfaces on-site, the project would construct bioretention areas which would ultimately drain into the public storm drain system. Therefore, the proposed project would not significantly impact local groundwater recharge. No impacts would occur in this regard.

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

The proposed project would not substantially alter the existing drainage patterns of the site or vicinity. The project site would continue to drain to the public storm drain below Avenida Del Oro and Old Grove Road. The project proposes to use bioretention areas to treat stormwater runoff prior to discharge into the public storm drain system. The site does not include any streams or rivers which could be altered by the proposed project. Therefore, no impact would occur in this regard.

[10] Stormwater Management Plan Report prepared for the FedEx Ground Project. BHA, Inc. March 3, 2014

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

Refer to response V.9(c) above. The proposed project would not substantially alter existing drainage patterns of the site or project vicinity. The project site is graded and does not include any streams or rivers, which could be altered by the proposed project. On-site surface run-off would be directed to the on-site bioretention areas. The proposed bioretention area would also minimize the potential for flooding to occur on-or off-site. Impacts would be less than significant in this regard.

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.***

Build out of the proposed project area was anticipated in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR. Properly sized storm drains were constructed on the property as part of the PCBP Master Development Plan and corresponding EIR. No impacts to the capacity of existing or planned stormwater drainage system would occur.

The proposed project would be required to prepare a SWPPP under the NPDES General Construction Permit to implement BMPs to minimize stormwater runoff during construction. Adherence with the recommendations of the Stormwater Management Plan prepared for the proposed, and preparation of a SWPPP would reduce possible impacts related to the stormwater drainage system to less than significant.

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

Water quality impacts other than those described in Response V.9(a) above are not anticipated with implementation of the proposed project. Impacts resulting from the project would be less than significant.

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

The proposed project does not propose housing, nor is it located within a 100-year flood hazard area. Therefore, no flood related impacts would occur.

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

The project site is not located within a 100-year flood hazard area. Implementation of the proposed project would not subject structures to a 100-year flood hazard area. No impacts would result in this regard.

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.***

According to the City of Oceanside General Plan Public Safety Element, the project site is not subject to inundation of a dam or levee. Some areas of the City are subject to inundation of the

Henshaw Dam, but the project site is not within the potential inundation area.[11] Therefore, no impact would result in this regard.

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

The City of Oceanside has not been affected by tsunamis in the past; however this does not eliminate the potential danger. If a threat should occur it would come from a distant point of origin since the Rose Canyon fault is considered too close to shore to generate a tsunami.[12] The City of Oceanside adopted an Emergency Plan in December 1973 that forms the basis for the conduct and coordination of emergency operations within the City. The plan is designed to permit the City to respond to earthquakes, tsunamis, flood, fire, accident, civil disturbance, storm, pollution, and epidemic. The plan also identifies evacuation routes in the case of a tsunami.

The project site is located approximately five miles inland from the Pacific Ocean with a minimum elevation of 310 feet above sea level, making it unlikely that a tsunami would affect the property. Since the likelihood of a tsunami is low and because the City has warning systems in place, including an evacuation plan, a significant risk of loss, injury or death involving inundation by a seiche, tsunami, or mudflow would be less than significant.

Cumulative Impacts

The potential impacts related to hydrology and stormwater runoff are typically site specific. Furthermore, the analysis determined that the implementation of the proposed Project would not result in significant impacts. As a result, no cumulative impacts are anticipated.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for Hydrology and Water Quality.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to hydrology and water quality.

[11] City of Oceanside General Plan. *Safety Element, Page 30.* June 2002.
[12] City of Oceanside 2002 General Plan, Public Safety Element.

10. Land Use and Planning

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

Discussion

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

An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The proposed project would infill a site in an urban area with similar surrounding land uses. The proposed project would generally blend in with the mix of surrounding business park uses, and would not physically divide an established community. Therefore, no impacts would result in this regard.

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

The proposed project area is designated Rancho Del Oro Specific Plan (S-1-84) in the City's General Plan and is zoned PD-1, Rancho Del Oro Planned Industrial on the City's Zoning Map. The project site is also within the PCBP Industrial Master Plan and would be consistent with the development standards, and proposed land use designation for the project site. No general plan or specific plan amendments are required for implementation of the proposed project. Therefore, no impacts would occur in this regard.

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

Refer to Response V.4(f) above, which concludes the project would not conflict with any habitat conservation plan. Therefore, no impact would occur in this regard.

Cumulative Impacts

The analysis of potential impacts indicated that no impacts would result from the proposed Project's implementation. As a result, no cumulative impacts related to land use and planning would occur.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for Land Use and Planning.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to land use and planning.

11. Mineral Resources

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

Discussion

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

Mineral deposits determined to be of regional significance by the State Mining and Geology Board pursuant to the California Surface Mining and Reclamation Act of 1975 and those found to be essential to the economic well-being of the City are mapped in the City's Land Use Element (Oceanside General Plan, Land Use Element, 2002. Map LU-22). The project site is not mapped as an area containing such resources. Therefore, no impact would result in this regard.

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

Refer to response V.11(a) above. The project site is not located in an area that has been identified as a locally important mineral resource recovery site. Therefore, no impact would result.

Cumulative Impacts

The analysis of potential impacts indicated that no impacts would result from the proposed Project's implementation. As a result, no cumulative impacts related to mineral resources would occur.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for Mineral Resources.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to mineral resources.

12. Noise

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

A Noise Impact Assessment Technical Report was prepared by dBF Associates, Inc. (July 2014) for the proposed project. The technical report discusses the potential operational and construction noise impacts associated with the proposed FedEx Ground Distribution Facility

project. The results and findings are summarized herein.

Noise sources in the project area consist of vehicular traffic on Old Grove Road, Avenida Del Oro, Ocean Ranch Parkway, and Mesa Drive, and occasional aircraft activity.

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

The proposed project could have a significant effect with effect to noise or vibration if:

Operational noise levels exceed the following limits:

Table 5
City of Oceanside
Operational Noise Level Limits

Location	Daytime (7:00 a.m. to 9:59 p.m.)	Nighttime (10:00 p.m. to 6:59 a.m.)
East, south, and west project property lines	70	65
North project property line	60	55

Source: Operational Noise Levels Based on Oceanside Municipal Code, Chapter 38 – Noise Control

- Construction occurs outside of the hours of 7:00 am to 6:00 pm Monday through Friday, or
- Direct project-related traffic causes traffic noise levels to exceed 65 dBA CNEL, or causes existing traffic noise levels over 65 dBA CNEL to increase by 3 dBA CNEL.

As part of the noise study prepared for the proposed project, an ambient noise level survey was conducted on Wednesday, February 19, 2014. Noise measurements were performed to determine the existing noise environment near noise-sensitive areas within the project area. Sound level measurement locations (MLs) were selected at residential land uses. Three attended short-term (15-minute) measurements and two short-term (1-hour) unattended measurements were conducted during the daytime period (7:00 am – 7:00 pm). Refer to Table 6 for the noise measurements.

Table 6
Noise Measurements (dBA) FedEx Ground Facility

Measurement	Location	Time	Leq	Lmin	Lmax	L10	L50	L90
ST1	4350-4 Nautilus Way St. Cloud at Ocean Ranch	1020-1035	43.1	32.8	54.7	46.0	40.5	36.8
ST2A	1323 Calle Ultimo Bel Canto	1100-1115	46.4	37.89	53.2	50.1	44.7	40.4
ST2B		1600-1700	51.0	42.5	71.2	52.1	47.8	44.9

ST3	492 Dakota Way Ivey Pointe	1125-1140	51.0	40.2	64.2	54.2	49.4	43.8
ST4	Unnamed Street St. Cloud at Ocean Ranch	1300-1400	61.0	41.0	80.0	64.4	55..7	47.5

Source: dBF Associates, Inc. Noise Impact Assessment Technical Report. July, 2014.

Noise sources observed during the measurements included vehicular traffic on Old Grove Road, Avenida Del Oro, Ocean Ranch Parkway, and Mesa Drive; occasional aircraft activity; and occasional birds, wind in vegetation, and domestic activity.

Construction

Construction would be limited to the hours of 7:00 am to 6:00 pm Monday through Friday, as permitted by the City of Oceanside. Construction activity would comply with the City Engineering Manual. Project construction activities would result in a short-term, temporary increase in noise levels at the closest residences. Noise would result from the operation of construction equipment. The increase in noise levels would be primarily experienced close to the noise source. The magnitude of the impact would depend on the type of construction activity, noise level generated by various pieces of construction equipment, duration of the construction phase, and distance between the noise source and receiver. Sound levels of typical construction equipment range from approximately 65 dBA to 95 dBA at 50 feet from the source (U.S. Environmental Protection Agency [U.S. EPA] 1971).

Construction of the project is expected to require approximately 12 months to complete. The project site is currently graded. Construction of the building would require the following phases: site development (fine grading, trenching, and paving), building construction, and architectural coatings application.

The highest sound levels would be expected during fine grading, when equipment such as bulldozers and trucks would be used. Grading typically occurs over a large area and the equipment is not located at a particular location for long periods. Sound levels during the remaining construction phases would be expected to be at least 10 dB less than during grading activity. No blasting would be necessary. A construction phasing plan has not been developed at this time; therefore, only a general estimate of construction noise levels can be provided. Noise levels associated with equipment used for fine grading are shown in Table 7.

Table 7

Fine Grading Noise Source Levels

Noise Source	Noise Level
Bulldozer	85dBA at 50 feet
Concrete Truck	85dBA at 50 feet
Water Truck	85dBA at 50 feet

Sources:

- U.S. Department of Transportation (DOT). 2006. Federal Highway Administration

(FHWA) Highway Construction Noise Handbook. FHWA-HEP-06-015. Final Report. August.

- Department for Environment, Food and Rural Affairs (Defra). 2005. Update of Noise Database for Prediction of Noise on Construction and Open Sites. Prepared by Hepworth Acoustics Ltd.
- U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control. 1971. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. Prepared by Bolt, Beranek, and Newman under Contract 68-04-0047. NTID300.1. December 31.

Acoustical calculations were performed to estimate sound levels from grading at the closest existing residences, which are located approximately 400 feet to the north. It was assumed that one bulldozer and two trucks would operate continuously in the north area of the project property. A combined point source level of 90 dBA at 50 feet would attenuate to approximately 72 dBA at the closest residences. In practice, the sound level at the residences would be less than estimated since no correction was applied for downtime associated with equipment maintenance, breaks, or similar situations. Noise from construction is considered to be a short-term adverse impact provided that construction activity is limited to the hours permitted by the City of Oceanside.

Operations – On-site

The City of Oceanside Noise Element of the General Plan has identified land use noise compatibility requirements. The maximum acceptable noise level for exterior residential use is 65 dBA CNEL.[13] The exterior requirement is typically applied at outdoor areas of frequent use.

Noise sources generated on-site by the proposed project would include vehicle traffic, rooftop mechanical units and emergency generators. According to the results of the Noise Impact Assessment, daytime on-site operational noise levels along the northern property line would range from less than 45 dBA Leq at the northwest property line corner to approximately 57 dBA Leq near Avenida Del Oro; daytime operational noise levels at the other property lines would range from less than 45 dBA Leq at the southwest property line corner to approximately 62 dBA Leq at the eastern property line. Nighttime on-site operational noise levels along the northern property line would range from less than 45 dBA Leq at the northwest property line corner to approximately 54 dBA Leq near Avenida Del Oro; nighttime operational noise levels at the other property lines would range from less than 45 dBA Leq at the southwest property line corner to approximately 60 dBA Leq at the eastern property line. On-site operational noise levels would be below City of Oceanside daytime and nighttime property line noise limits.

The daytime noise level at the nearby residences due to on-site operations would range from less than 45 dBA Leq to approximately 45 dBA Leq at residences along Calle Ultimo. The nighttime noise level at the nearby residences due to on-site operations would range from less than 40 dBA Leq to approximately 44 dBA Leq at residences along Calle Ultimo. Daytime and nighttime noise levels at nearby residences are below the City of Oceanside limits.

[13] City of Oceanside 2002 General Plan, Public Safety Element.

On-site operational noise levels would be within allowable limits and significant impacts would not occur with project implementation.

Operations – Off-site Traffic Noise

The City of Oceanside does not define thresholds of significance for traffic noise increases when existing traffic noise levels exceed 65 dBA CNEL. Sound level variations of up to 3 dBA are not detectable by the typical human ear. Therefore, when existing traffic noise levels exceed 65 dBA CNEL, an increase of 3 dBA CNEL directly attributable to the project is considered significant.

An analysis was conducted of the proposed project's effect on traffic noise conditions. The modeling effort considered the peak-hour traffic volume, average estimated vehicle speed, and estimated vehicle mix, i.e., percentage of cars, medium trucks, heavy trucks, buses, and motorcycles.

The existing (year 2010) and project-generated Average Daily Traffic (ADT) volumes on project roadway segments were obtained from the Traffic Impact Assessment (TIA).[14] The highest ratio of project traffic to existing traffic would occur on Old Grove Road between Avenida Del Oro and College Boulevard. On this segment, the existing ADT volume is 11,560 vehicles, and the previously certified 2009 PCBP SEIR project would generate an ADT volume of 2,399 vehicles. The project-generated traffic along this segment of Old Grove Road represents 11.1% of the total 2009 PCBP SEIR ADT volume of 21,597 vehicles.

Old Grove Road is a 4-lane secondary collector with a speed limit of 40 miles per hour. The existing vehicle mix on Old Grove Road is 97% cars, 2% medium trucks, and 1% heavy trucks, based on vehicle classification counts performed by KHA in 2010.[15]

The proposed project would generate a project ADT volume of 2,480 vehicles. The project traffic would be 30% trucks, with a Passenger Car Equivalent (PCE) of 2.5. It was assumed that the trucks would be 100% heavy trucks. Thus, the project ADT volume would be 1,736 cars and 298 heavy trucks. Under the assumption that the segment of Old Grove Road between Avenida Del Oro and College Boulevard would carry 11.1% of this traffic, this segment would experience a project ADT volume of 192 cars and 33 heavy trucks.

Agencies such as the U.S. Department of Housing and Urban Development consider the peak hour sound level reasonably equivalent to the CNEL for vehicular traffic. Under the standard assumption that peak-hour traffic volume is 10% of the ADT volume, the existing peak-hour traffic volume is 1,121 cars, 23 medium trucks, and 11 heavy trucks. Based on a review of hourly average truck volumes at five other FedEx Ground facilities, the highest project peak-hour traffic volume is expected to be approximately 18% of the project ADT volume, or 35 cars, 3 heavy trucks, and 3 medium trucks. The existing-plus-project peak-hour traffic volume is expected to be 1,156 cars, 23 medium trucks, and 18 heavy trucks.

[14] Kimley-Horn and Associates, Inc. [KHA]. 2009. Traffic Analysis for Revised Pacific Coast Business Park. April 20.
[15] Kimley-Horn and Associates, Inc. [KHA]. 2009. Traffic Analysis for Revised Pacific Coast Business Park. April 20.

The existing traffic noise level at 50 feet from the centerline of Old Grove Road would be approximately 67.6 dBA CNEL, and the proposed project would increase the traffic noise level by less than 1 dBA to approximately 68.4 dBA CNEL. All other roadway segments would experience lower project traffic-generated noise increases.

Direct project-related traffic would not cause traffic noise levels to exceed 65 dBA CNEL at any location. Direct project-related traffic would not cause existing traffic noise levels to increase by 3 dBA CNEL at any location along any roadway segment. Therefore, project-generated traffic noise level increases along all project roadway segments would be lower than the thresholds of significance for project-generated traffic-related noise. No significant impacts would occur.

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

Construction Vibration

Ground-borne vibration will be maintained at an acceptable level through, where feasible, the use of low-vibration construction procedures such as performing earth-moving and ground-impacting operations during non-overlapping phases. All construction equipment would be located over 100 feet from vibration-sensitive land uses. The project would not require pile driving. No significant construction vibration impacts would be expected.

Operational Vibration

Vibration associated with operation of the project would be generated by vehicular traffic and mechanical equipment operation.

All vehicles on the project site would have rubber tires and suspension systems that would isolate vibration from the ground, and would generally travel at a maximum speed of approximately 10 miles per hour. All vehicular traffic would operate over 25 feet from vibration-sensitive land uses. Vibration is expected to be negligible.

All mechanical equipment would be located over 100 feet from vibration-sensitive land uses. Groundborne vibration levels resulting from mechanical equipment are dependent of the design of the equipment. All ground-mounted mechanical equipment would be installed using vibration-dampening resilient isolators. Given the distance of potential vibration from vibration sensitive land uses, and the minimal level at which the proposed project would be expected to increase vibration, impacts are considered less than significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?* ***Less Than Significant Impact.***

Noise levels associated with the proposed project would increase over existing noise levels. However, as discussed under V.12(a) A above, operation of the proposed project would not exceed noise levels established by the City of Oceanside for existing or designated uses. Based on the analysis conducted in the Noise Impact Assessment prepared for the proposed project, on-site and off-site noise levels would be within allowable increases in ambient noise levels in the project area. No significant impacts would occur.

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

Construction activities would be compliant with applicable noise regulations if construction were to occur during specific hours as defined in Oceanside Municipal Code, Chapter 38 – Noise Control. The proposed project would not result in substantial temporary or periodic increase in ambient noise levels in the Project vicinity beyond levels existing without the proposed Project. However, to avoid unnecessary annoyance from construction noise, the following construction noise control measures should be implemented:

- Perform all construction in a manner to minimize noise and vibration. The contractor should be required to select construction processes and techniques that create the lowest noise levels.
- Equip all internal combustion engines with a muffler of a type recommended by the manufacturer.
- Turn off idling equipment.
- Perform noisier operations during the times least sensitive to receptors.
- Implement a noise control monitoring program to limit the impacts.
- The construction contractor should be required by contract specification to comply with all local noise ordinances and obtain all necessary permits and variances.

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

The Oceanside Municipal Airport is approximately three miles to the west of the project site. The proposed project does not propose sensitive receptors that would be subject to excessive airport related noise. According to the Noise Impact Assessment prepared for the proposed project, people residing or working in vicinity of the proposed project would not be exposed to excessive noise levels. No significant impacts relative to airport noise would occur.

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

The proposed project site is not located within the vicinity of a private airstrip and therefore, would not expose persons to excessive airport-related noise levels.

Cumulative Impacts

As discussed above, the proposed Project would not result in significant construction or operational noise impacts. Construction noise impacts are by nature localized. The distance of separation among the proposed Project and other cumulative projects would be such that the temporary noise and vibration effects of the proposed Project would not be compounded or increased by similar noise or vibration effects from other cumulative projects. As discussed, operational noise caused by the proposed Project would not result in a significant impact. The noise analysis performed for operation of the proposed Project incorporated cumulative noise levels from forecasted traffic volumes in the proposed Project area. The cumulative effect of noise from operations and maintenance, when combined with noise levels generated by cumulative traffic, would be less than significant. Other than cumulative traffic volumes, there are no past, present, or reasonably foreseeable projects that would compound or increase the operational noise levels generated by the proposed Project. Therefore, cumulative impacts relative to temporary and permanent noise generation associated with the proposed Project would be less than significant.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for Noise.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to noise.

13. Population and Housing

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

Discussion

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.***

The project proposes the development of a distribution center and does not propose residential development. Although development of the facility would create additional job opportunities, it would not substantially induce growth in the area. Roads and infrastructure are already in place to serve the project site, and no additional roadway extensions or infrastructure would be required. The project's land use has been defined by the General Plan and RDO Specific Plan and impacts to population and housing were analyzed in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR. Since the project does not propose new homes or additional roads, impacts to population and housing would be considered less than significant.

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

The proposed project would not require the removal or displacement of existing housing, and therefore would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would result in this regard.

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

elsewhere? ***No Impact.***

Refer to Responses V.13(a) and V.13(b), above. The project site is currently vacant and graded and would therefore not displace any people. No impact would occur.

Cumulative Impacts

The proposed Project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the proposed Project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for population and housing.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to population and housing.

14. Public Services

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. 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:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Discussion

1) *Fire protection?* ***Less Than Significant Impact.***

Fire protection services would be provided to the project site by the Oceanside Fire Department. The Oceanside Fire Department has a total of 115 sworn personnel and an

additional staff of nine who provide administrative support. The City of Oceanside owns and operates five fire stations, providing a three to five minute response time to all areas of the City.[16] The closest fire station to the project site is located at 1935 Avenida Del Oro, and is approximately 0.4 miles away from the project site. Lot 11 within the proposed project area was previously dedicated for a future City of Oceanside fire station. On August 6, 2014, the Oceanside City Council approved a land swap for Lot 11 and Lot 26, and Lot 26 will eventually be developed as a new fire station to serve the PCBP and surrounding area.

Impacts to fire protection were previously analyzed in the 2005 PCBP EIR and 2009 PCBP SEIR. The 2005 PCBP EIR concluded that the PCBP Industrial Master Development Plan was in conformance with the land uses and densities called for in the Rancho Del Oro Specific Plan, therefore the area was planned to have adequate fire protection. Similarly, the proposed project would not expand the boundaries or exceed the allowable square footage of the previously approved project; impacts would be considered less than significant in this regard.

2) *Police protection?* ***Less Than Significant Impact.***

Police protection services would be provided to the project site by the Oceanside Police Department. The Police Department has over 200 sworn officers, over 100 non-sworn employees, and over 100 volunteers. The closest police station is located at 3855 Mission Avenue and is approximately 2.2 miles away from the project site.

Impacts to police protection were previously analyzed in the 2005 PCBP EIR and 2009 PCBP SEIR. The 2005 PCBP EIR concluded that the PCBP Industrial Master Development Plan was in conformance with the land uses and densities called for in the Rancho Del Oro Specific Plan, therefore the area was planned to have adequate police protection. Similarly, the proposed project would not expand the boundaries or exceed the allowable square footage of the previously approved project; impacts would be considered less than significant in this regard.

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

Implementation of the proposed project would not result in an increase population in the City and would therefore not increase the need for the construction of additional school facilities. Therefore, no impacts in this regard will occur.

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

Implementation of the proposed project would not affect any existing park facilities nor increase the demand for additional recreational facilities. Therefore, no impacts to parks are anticipated as a result of this project.

5) *Other public facilities?* ***No Impact.***

The proposed project would not result in an increase in population within the City; therefore, no impacts to other public facilities are anticipated to occur with project implementation.

[16] City of Oceanside, General Plan. *Safety Element*. 2002.

Cumulative Impacts

The proposed Project would not result in a significant impact to any public services or facilities. Therefore, the proposed Project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed Project would not result in cumulatively considerable impacts to public services or facilities.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for public services.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures would be required for issues related to public services.

15. Recreation

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Discussion

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

The project proposes a lot consolidation and development of a distribution facility. Implementation of the proposed project would not generate an increase in demand on existing public or private parks or other recreational facilities that would either result in or increase physical deterioration of the facility. No impact would occur in this regard.

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

Implementation of the proposed project would not include recreational facilities, nor would it require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur in this regard.

Cumulative Impacts

The proposed Project would not result in any potential impacts on recreational facilities and services. Therefore, no cumulative impacts on recreational facilities would result from project implementation. This conclusion is supported by the 2005 PCBP SEIR.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for recreational facilities and services.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures would be required for issues related to recreation.

16. Transportation/Traffic

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?* ***Less Than Significant Impact.***

Impacts to traffic and circulation were originally analyzed in the previously certified 2005 PCBP EIR. The original traffic study was prepared by Kimley-Horn and Associates, and assessed impacts associated with the projected 16,800 average daily trips (ADT). All traffic mitigation measures required for that project have been implemented, including on-site and off-site improvements and fair share contributions. A subsequent traffic study was prepared in 2009 for the PCBP Master Development Plan Revision SEIR. Impacts focused on the roadway segments and intersections that were projected to have significant impacts to traffic flow. Mitigation for impacts was included in the 2009 PCBP SEIR and were implemented as part of the project.

Kimley-Horn and Associates, Inc. has prepared a Traffic memo (January 30, 2014) to analyze whether the proposed project creates additional traffic impacts not previously identified in the certified 2009 PCBP SEIR. The results of the traffic analysis are summarized herein and address the estimated project trip generation and distribution, and an assessment of the project related impacts on the roadway system.

Project Trip Generation

The proposed project is projected to generate 2,480 Average Daily Traffic (ADT), (KHA) based on SANDAG trip generation rates.

The Industrial Master Development Plan initially approved by the City of Oceanside Planning Commission in July 2010, allotted lots 1-12 3,718 ADT. Though the ADT trip generation is below what was initially allotted, the distribution center may generate a higher percentage of truck trips when compared to a typical light industrial building.

In order to determine the anticipated number of trucks for this type of distribution center, Scannell Properties obtained data at similar distribution sites to be representative of the vehicle types for similar distribution centers. Table 8 shows the vehicle composition for the five similar sites.

Table 8
Distribution Center Traffic Counts by Location

Location	Autos	Delivery Vehicles	Trucks	Total Vehicles	% of Trucks to Total Vehicles
Site 1	534	231	303	1068	28%
Site 2	584	240	133	957	14%
Site 3	1098	269	434	1801	24%
Site 4	827	280	144	1251	12%
Site 5	1175	293	279	1747	16%

Source: Data provided by Scannell Properties

As illustrated in Table 8, the other sites' truck percentages ranged from 14% to 24%, with the highest percentage of trucks compared to the overall vehicles at 28%. To account for the

additional truck length and impacts, a Passenger Car Equivalent (PCE) factor of 2.5 was applied to generate the number of trucks accessing the site. Table 9 displays the anticipated ADT of the FedEx Ground Distribution Center with the PCE factor applied to varying truck percentages.

Table 9
Adjusted Average Daily Traffic (ADT) Summary
(Truck Percentage)

Passenger Car Equivalent (PCE) Factor	0%	25%	30%
2.5	2,480	3,410	**3,596**

Source: Kimley-Horn and Associates

The ADT generated by the proposed project is anticipated to be lower than the total ADT of the original 12 lots specified in the PCBP Industrial Master Development Plan. Using the Site 1 location as the highest benchmark location, the total number of trips generated by the site including the equivalent PCE at 30% truck traffic would be 3,596 ADT, which is less than the original allotment of 3,718 ADT. The project will not exceed the initial allotment of ADTs and would therefore have a less than significant impact.

b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion/management agency for designated roads or highways?* ***Less Than Significant Impact.***

Refer to Response V.16(a), above. Impacts related to a conflict with an applicable congestion management program were evaluated in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR. The ADT generated by the proposed distribution center is anticipated to be lower than the ADT of the original 12 lots specified in the 2009 PCBP SEIR. Therefore, impacts are less than significant in this regard.

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

The proposed project would not include any aviation components or structures where height would be an aviation concern. No associated traffic impacts would occur.

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.***

Access to the site would be from Avenida Del Oro. No public roadways are proposed as part of the project, therefore, no impacts regarding an increase in hazards due to design features or incompatible uses would occur.

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

Non-emergency access would be provided on the east side of project site, where Windansea Road intersects with Avenida Del Oro. In addition to the main entrance, an emergency access driveway would be provided on the east side of the project site from Avenida Del Oro, north of the main entrance on Avenida Del Oro (refer to Figure 3, Site Plan). The site plan was reviewed for fire access by the Oceanside Fire Department and was deemed adequate. Therefore, no impact would result in regards to emergency access.

f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?* **No Impact.**

The proposed project has been designed to be consistent with local policies, plans, and programs supporting alternative transportation as part of the PCBP Master Industrial Development Plan. The plan identifies that safe, and clear pedestrian circulation must be provided between buildings, parking areas and from entries onto each site. If bus stops are located adjacent to a site, direct pedestrian access from the bus stop into the site must be provided.

The main alternative transportation modes available to the project would be bus transit and bicycle access. The North County Transit Breeze (routes 316 and 315 limited) would serve the project site with adjacent bus stops on Avenida Del Oro and Old Grove Road. Class 2 bike lanes are also striped on Avenida Del Oro and Old Grove Road, providing access for cyclists to reach the project site. Since the project would be required to comply with the development regulations of the PCBP Master Industrial Development Plan, and already has bicycle lanes and public transit access available, the project would not conflict with adopted policies, plans, or programs regarding alternative modes of transportation. No impact would result in this regard.

Cumulative Impacts

As discussed above, no significant traffic impacts would result with implementation of the proposed Project. The traffic study prepared for the proposed Project found that the project would not exceed the initial allotment of trips for what was assumed in the 2009 PCBP SEIR. Therefore, no additional cumulative impacts would occur than what was previously analyzed in the 2009 PCBP SEIR.

Mitigation Measures from the Previously Certified EIRs

The 2009 PCBP SEIR included traffic mitigation measures that are required to be reviewed and approved by the Engineering Department and the Planning Department, and were made conditions of approval of the first Development Plan under the proposed Master Development Plan revision for the PCBP SEIR. The mitigation included a fair share amount payment to be made in full prior to approval of the first Development Plan under the proposed Master Development Plan revision. As part of the Master Development Plan revision, there is a tracking system documented for allocation of building uses and trips. Monitoring to assure payment of fair share mitigation amounts would occur by City staff as part of the site development plan review and approval.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project. Mitigation measures from the 2009 PCBP SEIR shall be implemented to reduce potentially significant traffic effects to a level of less than significant.

17. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				

17. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* ***Less Than Significant Impact.***

The City of Oceanside's Wastewater Division collects, treats and disposes of all of the City's sewage at the San Luis Rey Wastewater Treatment Plant and the La Salina Wastewater Treatment Plant. All sewage is treated to levels set by the Environmental Protection Agency.[17] The San Luis Rey plant was constructed in 1972 and the La Salina plant was constructed in 1949. Both wastewater treatment plants discharge treated effluent through the Oceanside Ocean Outfall. Sanitary sewer lines that serve the project site are maintained by the City of Oceanside and are already in place to serve pending buildout.

Since the City's wastewater treatment facilities would be discharging treated water to the Pacific Ocean, the City is subject to NPDES permitting requirements issued by the San Diego Regional Water Quality Control Board. Therefore, anticipated wastewater generated by the proposed project would not be expected to result in an exceedance of any wastewater treatment

[17] City of Oceanside, CA website. Wastewater Division Overview. Accessed on 2/21/14. http://www.ci.oceanside.ca.us/gov/water/waste/default.asp

requirements of the San Diego Bay Regional Water Quality Control Board. Impacts would be considered less than significant.

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

Refer to response V.17(a) above. Sewer and water lines are already in place to serve the project, and expansion of existing facilities or construction of new wastewater treatment facilities would not be needed for implementation of the project. No impact would result in this regard.

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 stormwater drainage system is already in place within the project site. According to the Stormwater Management Plan prepared for the site, bioretention basins would also be constructed within the project boundaries in order to treat stormwater runoff before entering the storm drain system. The project would not require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities. No impact would result in this regard.

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 City of Oceanside Water Utilities Department is responsible for purchasing water from the San Diego County Water Authority (SDCWA) and delivering it throughout the City. Buildout of the Rancho Del Oro Specific Plan was anticipated in the City's General Plan and General Plan EIR and was planned for in the City's 2010 Urban Water Management Plan. Since the proposed project would not expand the boundaries, change the land use designation, or exceed the allowable square footage of the previously approved project, it would not increase the demand for water supplies on the project site beyond what has been planned for and analyzed in previously certified environmental documents. Therefore, impacts are considered less than significant in this regard.

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.***

Refer to response V.17(a) and (b) above. The wastewater infrastructure needed to serve the project site is already in place, and the City's wastewater facilities have adequate capacity to serve the project's demand. Impacts would be less than significant in this regard.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* ***Less Than Significant Impact.***

According to the City's 2012 Zero Waste Strategic Resource Management Plan, solid waste is collected by Waste Management and is taken to the El Sobrante Landfill in Riverside County. The

El Sobrante Landfill is a Class 3 regional disposal facility permitted to accept up to 70,000 tons per week. The landfill is permitted to be open 24 hours per day.[18]

Solid waste from the project site was anticipated with buildout of the Rancho Del Oro Specific Plan, and the PCBP Master Industrial Development Plan. Impacts related to landfill capacity and solid waste were analyzed in the previously certified 2005 PCBP EIR and 2009 PCBP SEIR. Since the proposed project would not increase the project boundaries, change the land use designation, or increase the overall square footage, it is not anticipated that additional landfill capacity would be needed beyond what was previously analyzed. Impacts would be less than significant in this regard.

g) *Comply with federal, state, and local statutes and regulations related to solid waste?* ***Less Than Significant Impact.***

Refer to response V.17(f) above. The El Sobrante Landfill is a facility that has been constructed to meet all required local, state, and federal rules and regulations. The proposed project would not compromise the City's compliance with federal, state and local statues and regulations related to solid waste. Impacts would be less than significant in this regard.

Cumulative Impacts

The proposed Project would have a less than significant impact with respect to utilities/service systems. The proposed Project would require water and wastewater infrastructure, as well as solid waste disposal for building facility operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed Project and other developments. The proposed Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, no significant cumulative utility impacts are anticipated.

Mitigation Measures from the Previously Certified EIRs

The 2005 PCBP EIR and 2009 PCBP SEIR did not include mitigation measures for utilities and service systems.

Refined Project Mitigation Measures

There would be no new or increased potentially significant impacts associated with the proposed Project; thus, no new and/or refined mitigation measures are required for issues related to utilities and service systems.

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[18] Waste Management. El Sobrante Landfill Facility. Accessed 2/21/14. http://www.wm.com/location/california/inland-empire/corona/facility.jsp

18. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 drop 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 the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

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 drop 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 the major periods of California history or prehistory?* ***Less Than Significant Impact.***

As described throughout the analysis above, the proposed project would not result in any significant impacts to the environment that cannot be mitigated to a less than significant level through the application of uniformly applied development policies and/or standards. The proposed project would be required to implement a range of standard and uniformly applied development policies and standards, as well as implement mitigation measures identified in the analysis herein, which would reduce impacts to a less than significant level.

b) *Does the project have impacts which are individually limited, but cumulatively considerable (Cumulatively considerable means the projects incremental effects are considerable when compared to the past, present, and future effects of other projects)?* ***Less Than Significant Impact.***

Project level environmental impacts were analyzed in Sections V.1 – V.17 above and were found to be less than significant. The cumulative impacts associated with development of PCBP were considered, analyzed and disclosed in the previously certified PCBP EIR, and 2009 PCBP SEIR. The proposed project would not result in any additional cumulative impacts that were not contemplated in the previously certified EIR or SEIR.

c) *Does the project have environmental effects which will have substantial adverse effects on*

human beings, directly or indirectly? ***Less Than Significant Impact.***

As discussed in the respective sections, the proposed project would have no potentially significant impacts or increase the severity of impacts identified in the PCBP EIR/SEIR. Therefore, impacts related to adverse effects on human beings would be less than significant.

VI. Determination of Appropriate CEQA Documentation

The following discussion lists the appropriate subsections of Sections 15162 and 15164 of the State CEQA Guidelines and provides justification for the City of Oceanside to make a determination of the appropriate CEQA document for the proposed Project, based on the environmental analysis provided above.

Section 15162 - Subsequent EIRs and Negative Declarations

(a) "When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one of more of the following:"

(1) "Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects"

The City of Oceanside has evaluated the proposed Project within the context of the 2005 PCBP EIR and the 2009 PCBP SEIR, as described in this Addendum. As discussed above in the Environmental Evaluation section of this Addendum, no new or substantially more severe significant environmental effects beyond what was evaluated in the 2005 EIR and 2009 SEIR would occur.

(2) "Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects"

As documented herein, no circumstances associated with the location, type, setting, or operations of the proposed Project have substantively changed beyond what was evaluated in the PCBP EIR/SEIR and none of the proposed Project elements would result in new or substantially more severe significant environmental effects than previously identified. No revisions to the EIR/SEIR are required.

(3) "New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) "The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;"

No new significant environmental effects beyond those addressed in the Final EIR were identified.

(B) "Significant effects previously examined will be substantially more severe than shown in the previous EIR;"

Significant Project-related effects previously examined would not be substantially more severe than were disclosed in the 2005 PCBP EIR and 2009 PCBP SEIR as a result of the proposed Project. Impacts associated with Air Quality, Noise, Traffic, and Greenhouse Gas Emissions (Climate Change) would be the same or less than disclosed in the adopted 2005 PCBP EIR and 2009 PCBP SEIR. Significant adverse impacts would be avoided through the implementation of mitigation measures identified in the 2005 PCBP EIR and 2009 PCBP SEIR relative to Biological Resources, Cultural

Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, and Noise. Implementation of the proposed Project therefore, would not substantially increase the severity of previously identified impacts.

(C) "Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or"

No mitigation measures or alternatives were found infeasible in the adopted Final EIR.

(D) "Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

No other mitigation measures or feasible alternatives have been identified that would substantially reduce impacts. Impacts relative to Greenhouse Gas Emissions would remain significant and unavoidable.

(b) "If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation."

Subsequent to adoption of the 2005 PCBP EIR and 2009 PCBP SEIR, additional technical analyses were performed for the proposed Project and are the subject of this Addendum. Based on the analysis in this document, the proposed Project would not result in any new significant environmental effects nor would it increase the severity of significant effects previously identified in the 2005 PCBP EIR and 2009 PCBP SEIR. None of the conditions listed under subsection (a) would occur that would require preparation of a subsequent EIR.

(c) "Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted."

None of the conditions listed in subsection (a) would occur as a result of the proposed Project. No subsequent EIR is required.

(E) Section 15164 - Addendum to an EIR or Negative Declaration

(a) "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

As described above, none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.

(b) "An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a Subsequent EIR or negative declaration have occurred."

None of the conditions described in Section 15162 calling for preparation of a Subsequent EIR would occur as a result of the proposed Project. Therefore, an addendum to the adopted 2005 PCBP EIR and 2009 PCBP SEIR is the appropriate CEQA document for the proposed Project.

(c) "An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration."

This Addendum will be attached to the Final EIRs and maintained in the administrative record files at the City of Oceanside.

(d) "The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project."

The City of Oceanside will consider this Addendum with the Final EIRs prior to making a decision on the proposed Project.

(e) "A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence."

This document provides substantial evidence for City of Oceanside records to support the preparation of this Addendum for the proposed Project.

VII. Conclusion

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, exist in connection with the proposed Project. No major revisions would be required to the Final EIR prepared for the 2005 PCBP EIR or 2009 PCBP SEIR as a result of the proposed Project. No new significant environmental impacts have been identified. Since the certification of the 2005 PCBP EIR and 2009 PCBP SEIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible, or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the EIR or SEIR that the City declined to adopt. Therefore, preparation of a Subsequent EIR is not required and the appropriate CEQA document for the proposed project is this Addendum to the 2005 PCBP EIR and 2009 PCBP SEIR. No additional environmental analysis or review is required for the proposed FedEx Ground Distribution Facility Project. This document will be maintained in the administrative record files at City of Oceanside offices.

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VIII. Preparers

City of Oceanside (Lead Agency)
300 North Coast Highway
Oceanside, CA 92054

Mary P. Wright, Planning Consultant

Kimley-Horn and Associates, Inc.
401 B Street, Suite 600
San Diego, California 92101
(619) 234-9411

Karina Fidler, AICP, Project Manager
Desirae Hoffman, Environmental Planner

IX. References

BHA, Inc., *Stormwater Management Plan Report prepared for the FedEx Ground Project*, March 3, 2014.

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PROLOGIS.

August 12, 2014

Courtney Lehman
Chris Miller
Scannell Properties
800 E. 96th Street
Suite 175
Indianapolis, IN 46240

Re: Pacific Coast Business Park Owner Association
Architectural and Landscape Review Approval
Lots 1-12 of the Pacific Coast Business Park

Dear Gentlemen:

Per the by-laws of the Declarations of Easements and Covenants, Conditions and Restrictions for the Pacific Coast Business Park recorded on May 25, 2007 the Architectural Review Committee must approve all Site Plans in the Pacific Coast Business Park.

The Committee has reviewed the Architectural and Landscaping plans submitted by Scannell Properties and RGA Architects and the Architectural Committee has deemed the plans **approved.** The Architectural Committee is also good with the removal of the existing intersection entry signage and landscape elements at Windansea Street and Avenida Del Oro and do not require they be relocated anywhere within the business park.

Again, we are excited about the project and feel it will be a great asset to the park. Please let me know if you have any questions or concerns – my contact information is below.

Sincerely,

Scott Irwin
Vice President
Prologis

cc: Kim Snyder, President, Southwest Region
Rob Guthrie, Guthrie Real Estate

Developer Deposit Account
100750

RECEIVED

STAFF USE ONLY

ACCEPTED	BY
JUN 10 2014	

CITY OF OCEANSIDE
DEVELOPMENT SERVICES

Application for Discretionary Permit

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

Please Print or Type All Information

HEARING

PART I – APPLICANT INFORMATION

1. APPLICANT	2. STATUS
Scannell Properties	Active
3. ADDRESS 800 E 96th Street, Suite 175 Indianopolis, IN 46240	4. PHONE/FAX/E-mail (317) 218-1667
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing) Michael Knapton	
6. ADDRESS 401 B Street, Suite 600 San Diego, CA 92101	7. PHONE/FAX/E-mail (619) 234-9411

GPA	
MASTER/SP.PLAN	
ZONE CH.	
TENT. MAP	P14-00006
PAR. MAP	
DEV. PL.	DP14-00002
C.U.P.	CUP14-00004
VARIANCE	
COASTAL	V14-00005
O.H.P.A.C.	V14-00006

PART II – PROPERTY DESCRIPTION

8. LOCATION	9. SIZE
Central portion of Oceanside within the Rancho Del Oro Specific Plan area, and the Pacific Coast Business Park.	38.62 AC

10. GENERAL PLAN	11. ZONING	12. LAND USE	13. ASSESSOR'S PARCEL NUMBER
RDO Specific Plan	PD-I, Rancho Del Oro Planned Industrial	Vacant	161-512-11 THRU 22

14. LATITUDE	15. LONGITUDE
33^ 12' 53" N	117^ 17'43" W

PART III – PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION

Modify the Pacific Coast Business Park Master Development Plan to consolidate parcels 1 through 12 and vacate Blacks Beach Street and Windansea Street. Entitlements for an industrial use (shipping facility) consistent with the Specific Plan. PERMITS TO BE (2) C.U.P. w/(2) VARIANCES, TENT. PARCEL MAP w/ STREET VACATION

17. PROPOSED GENERAL PLAN	18. PROPOSED ZONING	19. PROPOSED LAND USE	20. NO. UNITS	21. DENSITY
RDO Specific Plan	INDUSTRIAL (IL)	Distribution Facility		

22. BUILDING SIZE	23. PARKING SPACES	24. % LANDSCAPE	25. % LOT COVERAGE or FAR
310,000 sf		29.1.	

PART IV – ATTACHMENTS

	26. DESCRIPTION/JUSTIFICATION		27. LEGAL DESCRIPTION		28. TITLE REPORT
	29. NOTIFICATION MAP & LABELS		30. ENVIRONMENTAL INFO FORM		31. PLOT PLANS
	32. FLOOR PLANS AND ELEVATIONS		33. CERTIFICATION OF POSTING		34. OTHER (See attachment for required reports)

PART V – SIGNATURES

SIGNATURES FROM 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 PAGAES AS NECESSARY).

35. APPLICANT OR REPRESENTATIVE (Print):	36. DATE	37. OWNER (Print)	38. DATE
MICHAEL KNAPTON	5/1/14	AMB DFS PACIFIC COAST, LLC	2/21/2014
Sign:		Sign:	

- **I DECLARE UNDER PENALTYOF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTANDING THAT SUBMITTING FALSE STATEMENTS OR INFORMATION IN THIS APPLICATION MAY CONSTITUTE FRAUD, PUNISHABLE IN CIVIL AND CRIMINAL PROCEEDINGS.**
- **I HAVE READ AND AGREE TO ABIDE BY THE CITY OF OCEANSIDE DEVELOPMENT SERVICES DEPARTMENT AND ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.**

FedEx Ground Facility
Development Plan Review
October 2014

This project entitlement application is for a FedEx Ground Facility consistent with the underlying zone, within the Rancho Del Oro Specific Plan.

Background

The proposed FedEx Ground project site is approximately 38.62 acres, and is located within the Rancho Del Oro Specific Plan area, adjacent to the north of the original Rancho Del Oro Technology Park. The proposed project is located in the central portion of Oceanside within the Rancho Del Oro Specific Plan area, and the Pacific Coast Business Park. The proposed project area is designated Rancho Del Oro Specific Plan (S-1-84) in the City's General Plan and is zoned PD-1, Rancho Del Oro Planned Industrial on the City's Zoning Map. The project encompasses parcels 1 through 12 of the Pacific Coast Business Park and is bounded by Old Grove Road to the North and Avenida Del Oro to the East. Ocean Ranch Blvd is adjacent to the project site on the west side. Assessor Parcel Numbers: 161-512-11, 161-512-12, 161-512-13, 161-512-14, 161-512-15, 161-512-16, 161-512-17, 161-512-18, 161-512-19, 161-512-20, 161-512-21; and 161-512-22.

The project site is largely surrounded by currently undeveloped, vacant land. A Post office and existing and future business and industrial uses are present to the east (Pacific Coast Business Park, respectively), northeast, south, and southwest. Multi-family housing is planned to the northwest and single-family housing is located directly north of Old Grove Road. The site is currently graded and is divided into 12 development parcels, with streets and infrastructure in place to facilitate pending build out. Access to the project site is currently provided via Windansea Street from Avenida Del Oro, on the east side of the project site. Internally, Windansea Street intersects with Blacks Beach Street, providing north-south access to the 12 parcels.

The Rancho Del Oro (RDO) Specific Plan project was previously analyzed in the RDO Specific Plan EIR in 1985. Upon the initiation of the Pacific Coast Business Park Industrial Master Development Plan (PCBP), the PCBP area was analyzed in an Environmental Impact Report (EIR) that was certified in August of 2005. Revisions to the allocation of land uses required the PCBP area to be reanalyzed and certified in a Final Supplemental EIR in November 2009. The 2009 Supplemental EIR (SEIR) included the following changes to the projected land use allocation from the previously approved 2005 EIR:

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

The proposed revisions did not affect the total square footage of projected building area, which remained at 1,500,000 square feet at the time the SEIR was certified.

Current Application

The project proposes to consolidate parcels 1 through 12 and vacate Blacks Beach Street and Windansea Street within the proposed project area. The proposed project would also include the construction of a 306,054 square foot distribution center, a 3,196 square foot gateway building (for security and reception functions), a 5,727 square foot (includes a small mezzanine area) vehicle maintenance building, associated parking, and bioretention basins.

The property is currently graded and divided into 12 parcels with internal roadways and infrastructure in place to facilitate pending build out. Upon construction of the proposed project, the 12 existing parcels would be consolidated into one, and all internal roadways would be demolished in order to facilitate the development of the distribution center, ancillary buildings, surrounding parking, and proposed bioretention areas.

Upon construction of the project, the project site would be accessible from Avenida Del Oro, and an emergency access driveway would be provided on Avenida Del Oro. The proposed lot consolidation and street vacation would not expand the development area of the previously approved Pacific Coast Business Park.

The project would also include an 8 foot high screen wall along the northeast property line adjacent to Old Grove Road. The wall would extend from the monument wall near the street intersection with Avenida Del Oro and run northwesterly for 425 feet until turning westerly away from the road to the west property line. The wall height is relative to the sidewalk grade and would run approximately 5 feet south of the property line.

Retaining walls will be utilized in several locations to handle transitions from grades around the property. The exposed wall heights predominantly range from 2 feet to 7 feet high with the maximum height for each wall being shown on the Preliminary Grading & Drainage Plan within the Development Plan Package.

Lot 11 is currently dedicated to the City of Oceanside for the location of a future fire station. In order to allow for the development of the distribution center, a land swap is currently being processed by the City to designate lot 26 in place of lot 11 for the dedication of a fire station within the PCBP.

The proposed distribution facility would be used for small package delivery and sorting for delivery to business and residential customers. Packages would be transported to the site via semi-tractor trailers primarily in the evening and overnight hours. The trailers would be unloaded onto conveyor equipment that sorts and transports the trailers to locations inside the facility where rows of delivery vans would be parked. The packages would then be loaded onto the appropriate vans which would depart in shifts in the morning for delivery to local businesses and residences. Any packages picked up during the day would be returned in the evening when the vans return to the facility. Those packages would then be unloaded onto the conveying equipment and sorted onto outgoing semi-tractor trailers. The vans would be parked in the facility overnight for the sorting and loading process to begin again for the next day's deliveries. The facility would operate 24 hours a day, 7 days a week, 365 days a year, but would have limited day-time business hours for customers (e.g. missed delivery pickup).

The entitlements sought in this application are believed to include: 1) Development Plan Approval; 2) Street Vacation of Blacks Beach Street and Windansea Street (separate application); 3) Environmental Addendum; 4) Conditional Use Permit for the Truck Terminal; 5) Tentative Parcel Map for Parcel Merger; 6) Variance for Retaining Wall Height; 7) Variance for Building Wall Length.

Conclusion

Implementation of the proposed project would be consistent with the development standards, and proposed land use designation for the project site in the City's General Plan and Zoning Map. The improvements will not result in an increase in intensity of use not previously analyzed in the RDO Specific Plan EIR in 1985, the PCBP EIR in 2005 or the PCBP SEIR in 2009. Findings for the Development Plan, CUP requests and variance requests are provided on the following pages.

REQUIRED FINDINGS

The City of Oceanside Zoning Ordinance stipulates that five specific findings must be made before a Development Plan can be approved. This proposal meets them as follows:

1. That the site plan and physical design of the project as proposed is consistent with the purposes of the Zoning Ordinance.

   The proposed project area is designated Rancho Del Oro Specific Plan (S-1-84) in the City's General Plan and is zoned PD-1, Rancho Del Oro Planned Industrial on the City's Zoning Map. The project site is also within the Pacific Coast Business Park (PCBP) Master Plan and would be consistent with the development standards, and proposed land use designation for the project site as specified in that plan.

2. That the Development Plan as proposed conforms to the General Plan of the City.

   See discussion under Finding #1.

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.

   Impacts to fire protection and police protection from implementation of the project were previously analyzed in the 2005 PCBP EIR and 2009 PCBP SEIR. The 2005 PCBP EIR concluded that the PCBP Industrial Master Development Plan was in conformance with the land uses and densities called for in the Rancho Del Oro Specific Plan; therefore, the area was planned to have adequate fire protection and police protection.

   The proposed project would not expand the boundaries, change the land use designation, or exceed the allowable square footage of the previously approved project; therefore, it would not increase the demand for water supplies, wastewater treatment facilities, or landfill capacity on the project site beyond what has been planned for and analyzed in previously certified environmental documents.

4. That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.

   The project is located within the PCBP Master Development Plan and is immediately adjacent to existing and planned industrial development to the east, planned multi-family housing to the northwest, a post office and existing and planned industrial development to the south and southwest. Given that the project is located in a predominately industrial and commercial area, it would be consistent with the existing surrounding development.

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 Hillsides, and Section 3039 of this ordinance.

   The subject site does not contain undevelopable land or qualifying slopes, and is not subject to provisions of the Land Use Element or the Development Guidelines for Hillsides in Section 3039 of the Zoning Ordinance.

The City of Oceanside Zoning Ordinance stipulates that three specific findings must be made before a Conditional Use Permit can be approved. This proposal as a truck terminal meets them as follows:

1. That the proposed location of the use is in accord with the objectives of this ordinance and the purposes of the district in which the site is located.

   The proposed project is considered a truck terminal per Article 4, Section 460, F(1). The proposed project requires a CUP as a truck terminal under the IL zone. The proposed project is located within an industrial business park and is consistent with the intent of the industrial district under the City's Zoning Ordinance.

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 project is within the PCBP Master Development Plan and is consistent with the City of Oceanside regulations for the Light Industrial (IL) zone. The project is located adjacent to existing and planned industrial development to the east, planned multi-family housing to the northwest beyond Old Grove Road, and a post office and existing and planned industrial development to the south and southwest. Given that the project is located in a predominately industrial area, the truck traffic associated with the facility would be consistent with other uses in the surrounding uses. Thus, the use of trucks in the operation and distribution of this facility would not be detrimental to properties or improvements in the vicinity of to the general welfare of the city.

3. That the proposed conditional use will comply with the provisions of this ordinance, including any specific condition required for the proposed conditional use in the district in which it would be located.

   The proposed project as a truck terminal is consistent with the permitted and allowable uses described Article 13: I Industrial Districts and Article 41 Use Permits and Variances. There are no additional conditions imposed on truck terminals in either of those documents.

The City of Oceanside Zoning Ordinance stipulates that four specific findings must be made

before a Variance can be approved. The variance from a maximum horizontal wall dimension of 200 feet meets these findings as follows:

1. That because the special circumstances or conditions applicable to the development site including size, shape, topography, location or surroundings – strict application of the requirements of this ordinance deprive such property of privileges enjoyed by other property in the vicinity and under identical zoning classification;

   The proposed project is requesting a variance from Article 13 of the Zoning Ordinance which requires a maximum horizontal wall dimension of 200 feet. It states that a wall surface shall be no more than 200 feet long without a break: a recess or offset measuring at least 20 feet in depth and one-quarter of the building in length. The proposed project cannot accommodate a recess or break in the proposed walls due to functionality of the facility. FedEx Ground has specific needs for their loading/unloading process, material handling and interior equipment. Given the functionality requirements of the proposed facility, a redesign of the building to accommodate wall recesses or breaks is infeasible.

2. The granting the application will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare; and

   The proposed wall lengths with or without a recess or offset would not result in a public health or safety issue for the development site or the surrounding area.

3. That granting the application is consistent with the purposes of this ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district;

   See discussion under Finding #1.

4. OS District only – Not applicable to this Project.

The City of Oceanside Zoning Ordinance stipulates that four specific findings must be made before a Variance can be approved. The variance from a maximum retaining wall height of 3.5 feet in the front yard meets these findings as follows:

1. That because the special circumstances or conditions applicable to the development site including size, shape, topography, location or surroundings – strict application of the requirements of this ordinance deprive such property of privileges enjoyed by other property in the vicinity and under identical zoning classification;

   The proposed project is requesting a variance from Article 30 of the Zoning Ordinance which requires a maximum retaining wall height of 3.5 feet in the front yard and 8 feet in other yard areas. There are manufactured slopes around the perimeter of the site. FedEx Ground has specific needs for the functionality and site

circulation. In order to accommodate the existing topography with a building slab that does not exceed 0.5% longitudinal slope together with site circulation and normal functionality of the site, the proposed project requires retaining walls along the east boundary exceeding 3.5 feet. Thus, limiting retaining walls to 3.5 feet in the front yard is infeasible.

2. The granting the application will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare; and

   The proposed retaining walls have been designed to stabilize and maximize the functionality of the site. Without the retaining walls as proposed, the site is subject to erosion and slope failure, which could adversely affect the site or downslope properties. Thus, the retaining walls as designed are necessary to prevent an unsafe condition to the properties in the vicinity of the site.

3. That granting the application is consistent with the purposes of this ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district;

   See discussion under Finding #1.

4. OS District only – Not applicable to this Project.

11739

Exhibit A
to Deed

Legal Description

LOT "A" OF RANCHO DEL ORO-MASTER SUBDIVISION MAP EAST, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO.11409, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 27, 1985.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 22, TOWNSHIP 11 SOUTH, RANGE 4 WEST, AS SHOWN ON SAID MAP NO. 11409, BEING ALSO AN ANGLE POINT IN THE WESTERLY BOUNDARY OF SAID LOT "A"; THENCE ALONG SAID WESTERLY BOUNDARY SOUTH 00° 53' 04" WEST 199.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID BOUNDARY SOUTH 00° 53' 04" WEST 850.00 FEET TO THE SOUTHWESTERLY CORNER OF SAID LOT "A"; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID LOT "A" SOUTH 89° 17' 31" EAST 464.19 FEET (RECORD SOUTH 89° 16; 58" EAST 464.10 FEET); THENCE NORTH 77° 38' 43" EAST 231.30 FEET (RECORD NORTH 77° 39' 33" EAST 231.09 FEET) TO AN INTERSECTION WITH THE WESTERLY RIGHT OF WAY OF AVENIDA DEL ORO AS SHOWN ON SAID MAP NO. 11409,. SAID INTERSECTION BEING ALSO A POINT IN THE WESTERLY LINE OF THAT CERTAIN 70.00 FEET WIDE EASEMENT FOR PUBLIC HIGHWAY PER DOCUMENT NO. 82-071328, RECORDED MARCH 16, 1982, RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE OF SAID EASEMENT NORTH 34° 57' 55" WEST, 32.58 FEET (RECORD NORTH 34° 57' 05" WEST) TO THE BEGINNING OF A TANGENT 935.00 FOOT RADIUS CURVE, CONCAVE EASTERLY; THENCE NORTHERLY ALONG SAID CURVE, AND EASEMENT, THROUGH A CENTRAL ANGLE OF 49° 33' 34" AN ARC DISTANCE OF 808.75 FEET; THENCE LEAVING SAID WESTERLY EASEMENT LINE 89° 06' 56" WEST 519.77 FEET TO THE TRUE POINT OF BEGINNING.

APN: 151-512-06 & 09

11740

Exhibit B
to Deed

Permitted Exceptions

1. PROPERTY TAXES, INCLUDING ANY ASSESSMENTS COLLECTED WITH TAXES, TO BE LEVIED FOR THE FISCAL YEAR 2006-2007 THAT ARE A LIEN NOT YET DUE.

2. THE LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENTS OF PROPERTY TAXES, IF ANY, MADE PURSUANT TO THE PROVISIONS OF PART 0.5, CHAPTER 3.5 OR PART 2, CHAPTER 3, ARTICLES 3 AND 4 RESPECTIVELY (COMMENCING WITH SECTION 75) OF THE REVENUE AND TAXATION CODE OF THE STATE OF CALIFORNIA AS A RESULT OF THE TRANSFER OF TITLE TO THE VESTEE NAMED IN SCHEDULE A; OR AS A RESULT OF CHANGES IN OWNERSHIP OR NEW CONSTRUCTION OCCURRING PRIOR TO DATE OF POLICY.

3. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY
   RECORDED: JULY 26. 1950
   BOOK 3711, PAGE 430, OFFICIAL RECORDS

4. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT GRANTED TO PACIFIC TELEPHONE AND TELEGRAPH COMPANY
   RECORDED: DECEMBER 29, 1954
   BOOK 5443, PAGE 125; OFFICIAL RECORDS

5. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT GRANTED TO THE CITY OF OCEANSIDE
   RECORDED: MAY 9, 1962
   FILE NO. 79867, OFFICIAL RECORDS

6. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT GRANTED TO THE CITY OF OCEANSIDE
   RECORDED: MARCH 16, 1982
   FILE NO. 071328, OFFICIAL RECORDS

7. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR

SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW AS SET FORTH IN THE DOCUMENT RECORDED JULY 25, 1983 AS FILE NO. 83-253792, OFFICIAL RECORDS.

8. THE MATTERS SET FORTH IN THE DOCUMENT SHOWN BELOW WHICH, AMONG OTHER THINGS, CONTAINS OR PROVIDES FOR: CERTAIN EASEMENTS; LIENS AND THE SUBORDINATION THEREOF; PROVISIONS RELATING TO PARTITIONS; RESTRICTIONS ON SEVERABILITY OF COMPONENT PARTS; AND COVENANTS, CONDITIONS AND RESTRICTIONS, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW.

   RECORDED: SEPTEMBER 21,1984
   AS FILE NO. 84-358564, OFFICIAL RECORDS

   SAID INSTRUMENT ALSO PROVIDES FOR THE LEVY OF ASSESSMENTS, THE LIEN OF WHICH IS STATED TO BE SUBORDINATE TO THE LIEN OF A FIRST MORTGAGE OR FIRST DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

   RECORDED: SEPTEMBER 28, 1984 AS FILE NO. 84-370127, OFFICIAL RECORDS
   RECORDED: MARCH 27, 1987 AS FILE NO. 87-162821, OFFICIAL RECORDS
   RECORDED: MARCH 31, 1987 AS FILE NO. 87-169249, OFFICIAL RECORDS
   RECORDED: MARCH 31, 1987 AS FILE NO. 87-170675, OFFICIAL RECORDS
   RECORDED: DECEMBER 14, 1989 AS FILE NO. 89-618074, OFFICIAL RECORDS
   RECORDED: DECEMBER 31, 1991 AS FILE NO. 1991- 0684231, OFFICIAL RECORDS
   RECORDED: JULY 29, 1994 AS FILE NO. 1994-0469252, OFFICIAL RECORDS
   RECORDED: SEPTEMBER 26, 1995 AS FILE NO. 1995-0429259, OFFICIAL RECORDS

9. A DOCUMENT ENTITLED "DEVELOPMENT AGREEMENT DA-1-85 PROVIDING GENERAL PLAN", DATED DECEMBER 26, 1985 EXECUTED BY RANCHO DEL ORO DEVELOPMENTS, A CALIFORNIA GENERAL PARTNERSHIP, RANCHO DEL ORO INVESTMENTS, A CALIFORNIA GENERAL PARTNERSHIP AND THE CITY OF OCEANSIDE, SUBJECT TO ALL THE TERMS, PROVISIONS AND CONDITIONS THEREIN CONTAINED, RECORDED DECEMBER 27, 1985 AS FILE NO. 85-490775, OFFICIAL RECORDS.

REIMBURSEMENT AGREEMENT PURSUANT TO SAID DEVELOPMENT AGREEMENTS RECORDED JUNE 5, 1986 AS FILE NO. 86-225496, OFFICIAL RECORDS.

SUPPLEMENTAL TO DEVELOPMENT AGREEMENT ASSIGNING DEVELOPMENT RIGHTS UPON THE CONDITIONS AND PROVISIONS CONTAINED THERE INTO AMERICAN NATIONAL FUNDING CORPORATION RECORDED MARCH 31, 1987 AS FILE NO. 87-170676, OFFICIAL RECORDS. AN AMENDMENT THERETO RECORDED JUNE 24, 1987 AS FILE NO. 87-352664, OFFICIAL RECORDS. AN AMENDMENT THERETO RECORDED JUNE 24, 1987 AS FILE NO. 87-352663, OFFICIAL RECORDS. AN AMENDMENT THERETO RECORDED JULY 27, 1987 AS FILE NO. 87-419920, OFFICIAL RECORDS. SUPPLEMENTAL TO DEVELOPMENT AGREEMENT ADDING EXHIBITS WHICH WERE PART OF THE AGREEMENT BUT NOT LEGIBLE AT TIME OF ORIGINAL RECORDING, SAID AGREEMENT RECORDED JANUARY 17, 1989 AS FILE NO. 89-0233326 OF OFFICIAL RECORDS. A SUPPLEMENTAL TO DEVELOPMENT AGREEMENT RECORDED JUNE 6, 1990 AS FILE NO. 90-305626, OFFICIAL RECORDS.

10. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT GRANTED TO SAN DIEGO GAS AND ELECTRIC COMPANY

    RECORDED: MARCH 4, 1985 AS FILE NO. 85-071426, OFFICIAL RECORDS

11. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT GRANTED TO PACIFIC TELEPHONE AND TELEGRAPH COMPANY

    RECORDED: AUGUST 18, 1986 AS FILE NO. 86-353452, OFFICIAL RECORDS

12. A COVENANT AND AGREEMENT ENTITLED "RANCH MAINTENANCE AGREEMENT" RECORDED DECEMBER 13, 1986 AS FILE NO. 86-520924 AND RE-RECORDED MARCH 27, 1987 AS FILE NO. 87-162820, BOTH OF OFFICIAL RECORDS.

13. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT GRANTED TO FIRST SURETY VENTURE PARTNERS, A CALIFORNIA GENERAL PARTNERSHIP RECORDED: JUNE 18, 1990 AS 1990-329069, OFFICIAL RECORDS

14. A DOCUMENT ENTITLED "AGREEMENT RE: SLOPE MAINTENANCE", EXECUTED BY SHEA HOMES LIMITED PARTNERSHIP, A CALIFORNIA LIMITED PARTNERSHIP AND THE VILLAGES OR RANCHO DEL ORO ASSOCIATION, INC., A CALIFORNIA NON-PROFIT MUTUAL BENEFIT CORPORATION, SUBJECT TO ALL THE TERMS, PROVISIONS AND CONDITIONS THEREIN CONTAINED, RECORDED APRIL 4, 1994 AS FILE NO. 1994-0221393, OFFICIAL RECORDS.

15. COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, BASED UPON RACE, COLOR, RELIGION, SEC, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW AS SET FORTH IN THE DOCUMENT

    RECORDED: JULY 16, 1999 AS FILE NO. 1999-0496066, OFFICIAL RECORDS

16. EASEMENT TO SAN DIEGO GAS AND ELECTRIC COMPANY RECORDED DECEMBER 8, 2005 AS DOCUMENT 2005-01056332.

17. IRREVOCABLE WAIVER OF RIGHT TO PROTEST RECORDED DECEMBER 8, 2006 AS DOCUMENT 2006-0138227.

18. MEMORANDUM OF OPTION AGREEMENT RECORDED DECEMBER 8, 2006 AS DOCUMENT 2006-0138228.

19. AGREEMENT OF RESTRICTIONS RECORDED DECEMBER 8, 2006 AS DOCUMENT 2006-0138229.

20. PENDING ASSESSMENT BY COMMUNITY FACILITIES DISTRICT NO. 2006-1 RECORDED MARCH 3, 2006 AS DOCUMENT 2006-0162030.

21. RIGHTS OF PARTIES IN POSSESSION OF SAID LAND.