

Mitigation Monitoring and Reporting Program for the Oceanside Coast Highway Corridor Study (SCH No. 2016051078)

Introduction

The California Public Resources Code, Section 21081.6, requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an Environmental Impact Report (EIR) identifies measures to reduce potential adverse environmental impacts. As lead agency for the project, the City of Oceanside (City) is responsible for adoption and implementation of the Mitigation Monitoring and Reporting Program (MMRP).

The City has prepared an EIR in conformance with Sections 15080 through 15097 of the State Guidelines for the implementation of the California Environmental Quality Act (CEQA). The purpose of the EIR is to identify any potentially significant impacts associated with the proposed project and incorporate mitigation measures into the project as necessary to eliminate the potentially significant effects of the project or to reduce the effects to a level of insignificance.

Purpose of the MMRP

The purpose of the MMRP is to ensure that the mitigation measures required by the EIR for the Coast Highway Corridor Study Project (project) are properly implemented. The City will monitor the mitigation measures required for the project. The MMRP Checklist provides a mechanism for monitoring the mitigation measures in compliance with the EIR. General guidelines for the use and implementation of the monitoring program are described below.

Mitigation Monitoring Checklist

The Mitigation Monitoring Checklist is organized by the time of implementation and by categories of environmental impacts. For each impact area, the impacts identified in the EIR are summarized, and the required mitigation measures are listed. The following items are identified for each mitigation measure to ensure the implementation of each measure: (1) party responsible for implementation of mitigation measure; (2) party responsible for monitoring and verification of implementation of mitigation measure; and (3) monitoring schedule, or the timeframe, for implementing the mitigation measure.

MITIGATION MONITORING AND REPORTING PROGRAM, OCEANSIDE COAST HIGHWAY, COMPLETE STREETS AND INCENTIVE DISTRICT

Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
Air Quality					
<p>MM Incentive District AIR-1a: Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual development projects proposed under the Incentive District shall comply with the following land preparation, excavation, and/or demolition mitigation measures during construction activities:</p> <ul style="list-style-type: none"> • All soil excavated or graded should be sufficiently watered to prevent excessive dust. Watering should occur with complete coverage of disturbed soil areas. Watering should be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations. • All clearing, grading, earth moving and excavation activities should cease: (a) during periods of winds greater than 20 mph (averaged over 1 hour as measured by an on-site anemometer or an off-site anemometer that is representative of the construction area), if disturbed material is easily windblown, or (b) when visible dust plumes impact public roads, occupied structures, or neighboring property. • Vehicles traveling over unpaved roadways shall be limited to 15 miles per hour or less. Signs shall be posted at construction sites identifying the maximum speed limit. • All trucks hauling dirt, sand, soil, or other loose material shall be covered or maintain at least 2 feet or freeboards, in accordance with the requirements of California Vehicle Code (CVC) Section 23114. 	<p>Project Applicants under Incentive District and Construction Contractors</p>	<p>Planning Division Engineering Division Water Utilities (Environmental Services)</p>	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
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<ul style="list-style-type: none"> If more than 5,000 cubic yards of fill material will be imported or exported from the site, then all haul truck access points shall be equipped with a gravel pad, rumble pad, or similar control to reduce vehicle trackout. Adjacent streets with visible dust, dirt, sand, or soil material accumulation shall be cleaned and the accumulated material removed using street sweepers. Stockpiles of soil or other fine loose material shall be stabilized by watering, covered with tarp, or other appropriate method to prevent wind-blown fugitive dust. Where acceptable to the local fire department, weed control should be accomplished by mowing instead of digging, thereby, leaving the ground undisturbed and with a mulch covering. Locate construction staging areas away from sensitive receptor areas, such as schools, to the extent practicable. Minimize the free drop height of excavated soil during batch-drop operations (i.e., earthwork with front-end loader or backhoe) so that the generation of dust is limited to the immediate area around the truck bed or storage pile. Install project landscaping in appropriate areas as soon as construction in an area is complete to minimize exposed soils. 					
<p>MM Incentive District AIR-1b: Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual proposed projects shall comply with the following construction equipment mitigation measures:</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division Engineering Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
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<ul style="list-style-type: none"> Construction equipment, on-road trucks, and emission control devices shall be properly maintained and tuned in accordance with manufacturer specifications. Construction contractors shall be required to comply with California's on-road and off-road vehicle emissions regulations, including the CARB idling restrictions and the USEPA/CARB on-road and off-road diesel vehicle emissions standards, as required by 13 CCR, Sections 2485, 2025(h), and 2449. Off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrapers, tractors, loaders, etc.) shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB such as certified Level 3 Diesel Particulate Filter or equivalent. A copy of each unit's certified BACT documentation and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. Route construction trucks away from sensitive receptor areas. Where available, use electricity from power poles rather than temporary diesel or gasoline powered generators. 					
<p>MM Incentive District AIR-1c: Construction contractors shall ensure that interior architectural coatings have a maximum of 10 grams per liter of VOC for both residential and commercial development.</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division Building Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
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<p>MM Incentive District AIR-2: Prior to the issuance of a building permit, individual development projects proposed under the Incentive District regulations shall comply with the following mitigation measures:</p> <p>a. Provide direct pedestrian and bicycle access from any Incentive District residential development with a density of four or more residences per acre and in any mixed-use or commercial development to the public right-of-way. Low-, medium-, and high-density Incentive District developments shall provide curbs and sidewalks on both sides of the street all public street frontages. Curbs and sidewalks shall also be provided on both sides of all internal streets, unless an equivalent or superior pedestrian path is provided within the development.</p> <p>b. For medium to high density residential, mixed-use, or commercial developments in the Incentive District area where transit services exist but no transit stop is located within one-half mile of the development site or where transit service does not exist and the development project is within a transit district's sphere of influence, development projects shall provide plans indicating locations of bus turnouts and loading areas with shelters that are acceptable to the local transit provider.</p> <p>c. Promote the expanded use of renewable fuel and low-emission vehicles by including one or both of the following project components: provide preferential parking for ultra-low emission, zero-emission, and alternative-fuel vehicles; and/or provide electric vehicle supply equipment within the development that meets or exceeds the Tier 1 standards in the current</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division Building Division	X	X	X

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<p>2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.</p> <p>d. Development projects shall be required to reduce energy consumption by designing buildings that meet or exceed the Tier 1 building energy budget standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.</p> <p>e. Development projects shall be required to reduce water consumption by installing water-efficient fixtures, appliances, toilets/urinals, and landscape irrigation systems that meet or exceed the Tier standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.</p> <p>f. Development projects shall promote transportation demand management principles such as peak hour trip reduction, staggered</p>					

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work hours, ride sharing, telecommuting, and the use of public transportation or other measures, as appropriate.					
<p>MM Incentive District AIR-3: Prior to the issuance of a grading or building permit, whichever is required first, individual development projects proposed under the Incentive District shall comply with the following requirements:</p> <p>a. Projects locating sources of TAC emissions near sensitive receptors within the advisory guideline recommendations in the CARB Air Quality and Land Use Handbook (or future adopted subsequent document) shall conduct a health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible. The types of projects that would be required to comply with this measure and more detail on the required features and recommendations are provided in Table 9 (CARB Recommendations on Siting and New Sensitive Land Uses).</p> <p>b. Projects requiring the use of diesel-fueled heavy-duty construction equipment that generates on-site emissions of one (1) pound per day of diesel particulate matter or more for a period of 6 months or more within 500 feet of sensitive receptors shall conduct a health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible.</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division Engineering Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
Biological Resources					
<p>MM Complete Streets BIO-1: Tree removal shall take place outside of the migratory bird breeding season (February 15 through August 31). If avoidance is not feasible and tree removal is required during the avian breeding season, the following measures shall be followed:</p> <p>a. A nesting bird survey of trees planned for removal and within 300 feet of construction activities shall be conducted by a qualified avian biologist no more than 1 week prior to commencement of tree removal activities. A qualified avian biologist refers to a person with the ability to identify birds present in San Diego County to the species level by sight or sound and who is familiar with the breeding and nesting behaviors of native bird species.</p> <p>b. If active nests with eggs or chicks of bird species protected under the MBTA are detected within trees or shrubs planned for removal, the trees will remain in place until it has been determined by the avian biologist that the nest is no longer active. If active nests are detected within 300 feet of physical construction activities, an appropriate buffer shall be determined by the avian biologist and no work shall take place within the buffer until it is determined that the nest is no longer active. Additional visits after the initial survey shall be conducted as necessary to determine that nests are no longer active.</p>	Public Works Department	Planning Division	X	X	
	Engineering Division	Engineering Division			
	Water Utilities (Environmental Services)	Water Utilities (Environmental Services)			
<p>MM Complete Streets BIO-2: For physical construction activities occurring less than 300 feet from potential light-footed Ridgeway's rail habitat associated with Buena Vista Lagoon (activities south of 33.169759°, -117.357623°, including the</p>	City of Oceanside, Department of Public Works	Planning Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
activities planned near the Buena Vista Audubon Society building), focused protocol surveys shall be conducted by a permitted biologist. If no rails are detected, construction may commence. If rails are detected, consultation with the U.S. Fish and Wildlife Service (USFWS) would be required and may include non-disturbance areas within 300 feet of territories, implementation of noise attenuation measures, and/or daily biological monitoring and daily noise monitoring during the course of construction activities to confirm that construction activities are not adversely impacting nesting or foraging activities.					
MM Complete Streets BIO-3: This mitigation measure shall be required if removal of palm trees is proposed as part of the Complete Streets project. To avoid impacts to western yellow bats, a qualified biologist (a biologist with the ability to identify bat guano and assess habitat suitability for western yellow bats) shall inspect the base of palm skirts for guano prior to removal of skirted palm trees (i.e., palm trees with several layers of accumulated dead fronds). If bats are detected, tree removal shall avoid the yellow bat maternity season (June 1 through August 31). If tree removal cannot avoid the maternity season, bat protection protocols shall be identified and implemented by a qualified bat biologist and approved by CDFW. The protocols may require installation of bat exclusionary devices, followed by up to 4 weeks of nightly monitoring by a qualified biologist to confirm bats are being excluded without harm until it is determined bats are no longer present. The protocols may also require construction of substitute bat habitat (i.e., bat boxes, artificial tree structures) in the vicinity of bat-occupied palm	Public Works Department	Planning Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
trees, followed by monitoring by a qualified biologist to confirm bats are using the bat habitat.					
<p>MM Complete Streets BIO-4: To avoid indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, the following measures shall be implemented:</p> <p>a. Species with a rating of moderate or high on the California Invasive Plant Council Inventory Database shall not be used for streetscaping in the Complete Streets project components.</p> <p>b. In areas with potential for erosion or construction-generated runoff, sedimentation, or dust from construction activities to impact adjacent Habitat Group A through E communities, best management practices (BMPs), such as silt fencing and/or straw wattles, shall be installed on the downslope portion of grading or disturbance areas during project construction activities. This measure applies to Complete Streets improvements south of Eaton Street and adjacent to Loma Alta Creek.</p>	<p>Public Works Department</p> <p>Engineering Division</p> <p>Water Utilities (Environmental Services)</p>	<p>Planning Division</p> <p>Engineering Division</p> <p>Water Utilities (Environmental Services)</p>	X	X	
<p>MM Incentive District BIO-1: If tree removal is required for a project proposed under the Incentive District, tree removal and construction activities shall take place outside of the migratory bird breeding season (February 15 through August 31). If avoidance is not feasible and tree removal is required during the avian breeding season, the following measures shall be followed:</p> <p>a. A nesting bird survey of trees planned for removal and within 300 feet of construction activities shall be conducted by a qualified avian biologist no more than 1 week prior to commencement of tree removal activities. A qualified avian biologist refers to a person with the</p>	<p>Project Applicants under Incentive District and Construction Contractors</p>	<p>Planning Division</p>	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>ability to identify birds present in San Diego County to the species level by sight or sound and who is familiar with the breeding and nesting behaviors of native bird species.</p> <p>b. If active nests with eggs or chicks of bird species protected under the MBTA are detected within trees or shrubs planned for removal, the trees will remain in place until it has been determined by the avian biologist that the nest is no longer active. If active nests are detected within 300 feet of physical construction activities, an appropriate buffer shall be determined by the avian biologist and no work shall take place within the buffer until it is determined that the nest is no longer active. Additional visits after the initial survey shall be conducted as necessary to determine that nests are no longer active.</p>					
<p>MM Incentive District BIO-2: For development activities occurring less than 300 feet from potential light-footed Ridgeway's rail habitat associated with Buena Vista Lagoon (development southwest of the intersection of Eaton Street and South Coast Highway), focused protocol surveys shall be conducted by a permitted biologist. If no rails are detected, construction may commence. If rails are detected, consultation with the USFWS would be required and may include non-disturbance areas within 300 feet of territories, implementation of noise attenuation measures, and/or daily biological monitoring and daily noise monitoring during the course of construction activities to confirm that construction activities are not adversely impacting nesting or foraging activities.</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division	X	X	

MITIGATION MONITORING AND REPORTING PROGRAM, OCEANSIDE COAST HIGHWAY, COMPLETE STREETS AND INCENTIVE DISTRICT

Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>MM Incentive District BIO-3: This mitigation measure shall be required if removal of palm trees (which may contain western yellow bats) is proposed as part of a project proposed under the Incentive District. To avoid impacts to western yellow bats, a qualified biologist (a biologist with the ability to identify bat guano and assess habitat suitability for western yellow bats.) shall inspect the base of palm skirts for guano prior to removal of skirted palm trees (i.e., palm trees with several layers of accumulated dead fronds). If bats are detected, tree removal shall avoid the yellow bat maternity season (June 1 through August 31). If tree removal cannot avoid the maternity season, project-specific bat mitigation protocols shall be identified and implemented by a qualified bat biologist and approved by CDFW. The protocols may require installation of bat exclusionary devices, followed by up to 4 weeks of nightly monitoring by a qualified biologist to confirm bats are being excluded without harm until it is determined bats are no longer present. The protocols may also require construction of substitute bat habitat (i.e., bat boxes, artificial tree structures) in the vicinity of bat-occupied palm trees, followed by monitoring by a qualified biologist to confirm bats are using the bat habitat.</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division	X	X	
<p>MM Incentive District BIO-4: To avoid impacts to narrow endemic rare plants, including Nutall's lotus, Coulter's saltbush, smooth tarplant, Orcutt's pincushion, Blochman's dudleya, cliff spurge, San Diego barrel cactus, decumbent goldenbush, sea dahlia, and spreading navarretia that may occur within the Incentive District, a qualified rare plant biologist shall conduct a preconstruction rare plant survey in areas with potential habitat for rare plants,</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
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including in areas that are considered disturbed. Qualified rare plant biologist refers to a person with knowledge of these species (appropriate plant survey windows and species identification). The qualified rare plant biological shall work with the City to identify project-specific measures that are consistent with the specifications of the Multiple Habitat Conservation Program and these measures shall be implemented prior to and concurrent with project construction, as applicable. Measures may include salvage of rare plants prior to construction, transfer of salvaged plants within similar habitat in non-impacted areas, followed up with monitoring by a qualified biologist to confirm at least 80% survival of salvaged plants.					
<p>MM Incentive District BIO-5: To avoid indirect and direct impacts to riparian habitats and sensitive natural communities near the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, the following measures shall be implemented:</p> <p>a. For non-developed areas southwest of the intersection of Eaton Street and South Coast Highway, immediately north of Loma Alta Creek and along the railroad tracks, the following measures shall be implemented to protect sensitive riparian or upland vegetation communities.</p> <p>i. A site-specific assessment of biological resources by qualified biologist shall be conducted to confirm the absence or presence of sensitive biological resources prior to the City's approval of project plans. The qualified biologist shall determine the site-specific habitat type.</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
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<p>ii. If the vegetation communities outlined in Table 3.3-1 would not be directly impacted by the proposed development project, no further assessment would be required.</p> <p>iii. If there is potential for riparian, wetland, and/or sensitive upland communities to be impacted, these impacts would be required to be compensated according to vegetation community type at the ratios provided in Table 3.3-1 which supports the Multiple Habitat Conservation Program policy for no net loss of wetland/riparian vegetation and incorporates the mitigation ratios implemented in the City Subarea Plan. For impacts to these riparian and upland areas, a restoration/revegetation plan shall be prepared by a qualified restoration ecologist (experienced with riparian and upland restoration/revegetation planning) in coordination with the City and implemented by an experienced restoration contractor, with oversight by the City.</p> <p>b. The City shall prohibit the use of species with a rating of moderate or high on the California Invasive Plant Council Inventory Database in landscape plans used for development southwest of the corner of Eaton Street and South Coast Highway that is adjacent to undeveloped habitat.</p> <p>c. In areas where there is potential for erosion or construction-generated runoff, sedimentation, or dust from construction activities to impact adjacent Habitat Group A through E communities, best management practices (BMPs), such as silt fencing and/or straw waddles, shall be installed on the downslope portion of grading or disturbance areas during project construction activities. This measure applies to development southwest of</p>					

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
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intersection of Eaton Street and South Coast Highway and adjacent to Loma Alta Creek.					
<p>MM Incentive District BIO-6: Individual development projects implemented under the Incentive District that would impact the areas southwest of the intersection of Eaton Street and South Coast Highway or adjacent to or within Loma Alta Creek may include jurisdictional wetlands or waters and shall be subject to a site-specific assessment of biological resources prior to the City's approval of project plans. If it is determined through the site-specific assessment that excavation, fill, or other modification of wetlands and waters under the jurisdiction of the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board, and California Department of Fish and Wildlife would occur as a result of the project, the project proponent shall be required to conduct a formal jurisdictional delineation in accordance with the U.S. Army Corps of Engineers Wetland Delineation Manual (Environmental Laboratory 1987), and Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Arid West Region (Version 2.0) (USACE 2008). Permits from the respective regulatory agencies shall also be required, and will likely require mitigation resulting in no net loss of jurisdictional wetlands and waters. It is intended that implementation of the mitigation required through the project permits be consistent and meet the Multiple Habitat Conservation Program goal of no net loss of jurisdictional wetlands and waters.</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division; Applicable Wildlife Agencies	X		

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Cultural Resources					
<p>MM Complete Streets CR-1: Prior to the issuance of a grading permit, the City of Oceanside shall enter into a pre-excavation agreement with a representative of the San Luis Rey Band of Mission Indians, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement. A copy of the agreement shall be included in the grading plan submittals for the grading permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the San Luis Rey Band for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Complete Streets improvements, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities, such as the installation and/or removal of infrastructure and existing foundations, that may impact the native soils subsurface to the existing road bed.</p>	Engineering Division	Planning Division Engineering Division	X		
<p>MM Complete Streets CR-2: Prior to the issuance of a grading permit, the grading contractor shall provide a written and signed letter to the City Planner stating that a qualified archaeologist and Luiseño Native American Monitor have been retained at the grading contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.</p>	Engineering Division City's Construction Contractor	Planning Division Engineering Division	X		

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MM Complete Streets CR-3: Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the qualified archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City Planner for approval.	Engineering Division City-retained qualified archaeologist and Luiseño Native American monitor	Planning Division Engineering Division	X		
MM Complete Streets CR-4: The qualified archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground-disturbing activities that may impact subsurface native soils. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The grading contractor shall notify the City Planner of the start and end of all ground-disturbing activities.	Engineering Division City-retained qualified archaeologist and Luiseño Native American monitor in cooperation with Contractor	Planning Division Engineering Division		X	
MM Complete Streets CR-5: The qualified archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the general contractor and/or associated subcontractors to present the archaeological monitoring program. The qualified archaeologist and Luiseño Native American Monitor shall be present on-site during any ground-disturbing activities that may impact subsurface native soils.	Engineering Division City-retained qualified archaeologist and Luiseño Native American monitor	Planning Division Engineering Division	X	X	
MM Complete Streets CR-6: The qualified archaeologist or the Luiseño Native American monitor may halt ground-disturbing activities if unknown archaeological artifact deposits or cultural features are discovered. Ground-disturbing activities shall be directed away from these	Engineering Division City-retained qualified archaeologist and Luiseño Native American monitor	Planning Division Engineering Division		X	

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<p>deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be given to the San Luis Rey Band so that they may be repatriated at the site on a later date. If a determination is made that the unearthed artifact deposits or cultural features are considered potentially significant, the San Luis Rey Band shall be notified and consulted with in regards to the respectful and dignified treatment of those resources.</p> <p>The avoidance and protection of the significant cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, a data recovery plan is authorized by the City as the Lead Agency under CEQA, the San Luis Rey Band shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the project area will be collected using professional archaeological collection methods. If the qualified archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the San Luis Rey Band for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions.</p>					

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MM Complete Streets CR-7: Any and all uncovered tribal cultural resources of Native American importance shall be returned to the San Luis Rey Band of Mission Indians, and/or the Most Likely Descendant, if applicable, and not be curated.	Public Works Department	The San Luis Rey Band of Mission Indians		X	X
MM Complete Streets CR-8: As specified by California Health and Safety Code Section 7050.5, if human remains are found in the project area during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to PRC 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established, surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the NAHC within 24 hours. The NAHC will make a determination as to the Most Likely Descendant. If Native American remains are discovered, the remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor.	Engineering Division City-retained qualified archaeologist and Luiseño Native American monitor	Planning Division Engineering Division		X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>MM Complete Streets CR-9: The qualified archeologist, or an archaeologist working under the direction of the qualified archaeologist, and the Luiseño Native American monitor shall conduct pre-construction cultural resources sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The applicant shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.</p>	<p>Engineering Division</p> <p>City-retained qualified archaeologist and Luiseño Native American monitor</p>	<p>Planning Division</p> <p>Engineering Division</p>	X		
<p>MM Incentive District CR-1: Individual development projects implemented under the Incentive District shall be subject to a Phase I cultural resources inventory (cultural resources inventory) prior to the City's approval of project plans. This requirement shall be implemented for all projects for which the Incentive District is employed (Administrative Approval, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 3901 of the Coast Highway Incentive District). The cultural resources inventory would consist of: a cultural resources records search to be conducted at the South Coastal Information Center; scoping with the California Native American Heritage Commission (NAHC); a pedestrian archaeological survey if visible ground surface is present; and recordation of all identified archaeological resources on California Department of Parks and Recreation 523 forms. The cultural resources inventory shall be carried out by a qualified archaeologist, defined as an archaeologist meeting</p>	<p>Project Applicants under Incentive District and retained archeologists and Native American monitors</p>	<p>Planning Division</p>	X	X	

MITIGATION MONITORING AND REPORTING PROGRAM, OCEANSIDE COAST HIGHWAY, COMPLETE STREETS AND INCENTIVE DISTRICT

Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>the Secretary of the Interior’s Standards for professional archaeology, and shall be conducted in consultation with the appropriate Native American groups as identified through outreach to the NAHC and through consultation.</p> <p>If potentially significant cultural resources are encountered during the survey, and if the project has the potential to impact those resources, the City shall require that the resources be evaluated for their eligibility for listing in the CRHR and for significance as unique archaeological resource. Recommendations shall be made for the treatment of unique archaeological resources or resources found eligible for the CRHR should the development project have the potential to adversely impact the resources. These studies shall be conducted in consultation with the City and the appropriate Native American groups as identified through consultation. Project redesign and preservation in place shall be the preferred means of mitigation to avoid impacts to significant cultural resources, including prehistoric and historic archaeological sites, locations of importance to Native Americans, human remains, historical buildings, structures and landscapes. Methods of avoidance may include, but shall not be limited to, project re-design or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with the City and appropriate Native American groups as identified through consultation.</p> <p>In addition, the project proponent shall retain archaeological monitors and Native American</p>					

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>monitors during ground-disturbing activities that have the potential to impact significant cultural resources as determined by a qualified archaeologist in consultation with the City and the appropriate Native American groups.</p> <p>During project-level construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find. If any find is determined to be significant, meaning it qualifies as a unique archaeological resource or is determined eligible for the CRHR, the archaeologist shall determine, in consultation with the City and the appropriate Native American groups, suitable avoidance measures, data recovery measures, or other appropriate mitigation, such as capping.</p> <p>All significant cultural materials recovered, either prior to or during construction, shall be, as necessary and at the discretion of the consulting archaeologist and in consultation with the appropriate Native American groups, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. If materials need to be recovered, protocols for proper removal and treatment shall be implemented. The specific protocols for proper removal shall be detailed in a monitoring or data recovery plan prior to recovery of the materials.</p>					
<p>MM Incentive District CR-2: Project-level development on individual properties containing structures at least 50 years old shall be subject to a historic built environment survey which will include an evaluating of the potential historic significance of the structures, prior to the City's approval of</p>	<p>Project Applicants under Incentive District and retained qualified historian or architectural historian.</p>	<p>Planning Division</p>	<p>X</p>		

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>project plans. This requirement shall be implemented for all projects on properties for which the Incentive District is employed which contain existing structures (Administrative Approval, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 3901 of the Coast Highway Incentive District). The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History. If potentially significant historic resources are encountered during the survey, demolition or substantial alteration of such resources identified shall be avoided, as specified by the qualified historian or architectural historian.</p>					
<p>MM Incentive District CR-3: For project-level development in the Incentive District involving ground disturbance, a qualified paleontologist shall be retained to determine the necessity of conducting a study of the project area(s) based on the potential sensitivity of the project for paleontological resources, and the potential for the project to impact paleontologically sensitive geological deposits. If deemed necessary, the paleontologist shall conduct a paleontological resources inventory designed to identify potentially significant resources. The paleontological resources inventory would consist of a paleontological resources records search to be conducted at the SDNHM; a field survey, if deemed appropriate by the paleontologist; and recordation of all identified paleontological resources. The paleontologist shall provide recommendations regarding additional work for the project. Impacts to significant paleontological resources, if identified, shall be avoided.</p>	<p>Project Applicants under Incentive District and retained qualified paleontologist</p>	<p>Planning Division</p>	<p>X</p>	<p>X</p>	

MITIGATION MONITORING AND REPORTING PROGRAM, OCEANSIDE COAST HIGHWAY, COMPLETE STREETS AND INCENTIVE DISTRICT

Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>In addition, the project proponent shall retain paleontological monitors during construction for ground-disturbing activities that have the potential to impact significant paleontological resources as determined by a qualified paleontologist.</p> <p>In the event that paleontological resources are discovered, the project proponent will notify a qualified paleontologist. The paleontologist will document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossil or fossil bearing deposits are discovered during construction, excavations within 50 feet of the find will be temporarily halted or diverted until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist will notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If avoidance is determined to be infeasible, the qualified paleontologist shall implement a paleontological mitigation program. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, appropriate sediment samples shall be collected and submitted for analysis, and any other activities necessary for the timely and professional documentation and removal of fossils. Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and donated to a public, non-profit institution with a research interest in the materials. Accompanying notes, maps, and photographs shall also be filed at the repository.</p>					

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
Hazards and Hazardous Materials					
<p>MM Incentive District HAZ-1: To assess the status of the remediation of the contaminated sites listed above, as well as checking for any newly contaminated sites, individual project proponents for each proposed project within the Incentive District area (the applicant or its contractor) shall conduct a Phase I Environmental Site Assessment in general accordance with ASTM Standard 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, or later versions if any. The ASTM standard requires checking for active contaminated sites within a specified radius that have the potential to affect a given project. In the event that the extent of contamination from a site extends to a proposed project site, the applicant or its contractor for each proposed project would implement MM Incentive District HAZ-2.</p>	Project Applicants under Incentive District	Planning Division Engineering Division Fire Department Water Utilities (Environmental Services)	X		
<p>MM Incentive District HAZ-2: If the Phase I Environmental Site Assessment prepared in accordance with MM Incentive District HAZ-1 determines that contamination of a project site proposed for development is present, the following additional measures shall be required:</p> <p>a. The applicant's construction contractor(s) shall prepare and implement a site-specific Health and Safety Plan in accordance with 29 CFR 1910.120 to protect construction workers and the public during all excavation and grading activities. This plan shall be submitted to the City for review prior to commencement of construction. Note that the project applicant or its contractor would also be required to implement MM Incentive District HAZ-2b, Soil</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division Engineering Division Fire Department Water Utilities (Environmental Services)	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>and Groundwater Management Plan, described further below. The Health and Safety Plan shall include, but is not limited to, the following elements:</p> <ul style="list-style-type: none"> • Designation of a trained, experienced site safety and health supervisor who has the responsibility and authority to develop and implement the site health and safety plan; • A summary of all potential risks to construction workers and maximum exposure limits for all known and reasonably foreseeable site chemicals; • Specified personal protective equipment and decontamination procedures, if needed; • Emergency procedures, including route to the nearest hospital; and • Procedures to be followed in the event that evidence of potential soil contamination (such as soil staining, noxious odors, debris or buried storage containers) is encountered. These procedures shall be in accordance with hazardous waste operations regulations and specifically include, but are not limited to, the following: immediately stopping work in the vicinity of the unknown hazardous materials release, notifying the County of San Diego Department of Environmental Health, and retaining a qualified environmental firm to perform sampling and remediation. <p>b. In support of the Health and Safety Plan described above, the applicant or its contractor shall develop and implement a Soil and Groundwater Management Plan that includes a</p>					

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
materials disposal plan specifying how the construction contractor will remove, handle, transport, and dispose of all excavated material and groundwater from dewatering activities in a safe, appropriate, and lawful manner. The plan must identify protocols for soil and groundwater testing and disposal, identify the approved disposal site, and include written documentation that the disposal site will accept the waste. Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations related to the identification, transportation, and disposal of hazardous materials, including those encountered in excavated soil or groundwater.					
Noise					
<p>MM Complete Streets NOI-1: The following field techniques shall be implemented by the City's construction contractor to reduce construction-related noise at nearby noise-sensitive receptors (residential uses):</p> <p>a. Unless safety provisions require otherwise, the Complete Streets construction contractor shall adjust all audible back-up alarms to the lowest volume appropriate for safety purposes (i.e., still maintaining adequate signal-to-noise ratio for alarm effectiveness). The contractor shall consider signal persons, strobe lights, or alternative safety equipment and/or processes as allowed, for reducing reliance on high-amplitude sonic alarms.</p> <p>b. The construction contractor shall place stationary noise sources at the construction site, such as generators and air compressors, away from affected noise-sensitive receivers (residential and school uses). Non-noise-</p>	<p>Engineering Division</p> <p>City-retained Construction Contractors</p>	<p>Planning Division</p> <p>Engineering Division</p> <p>Building Division</p>	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>producing mobile equipment, such as trailers, shall be located in the direct sound pathways between suspected major noise-producing sources and sensitive receptors.</p> <p>c. Noise producing equipment (e.g., jackhammers and pavement breakers) shall use noise-attenuating shields, shrouds, or portable barriers or enclosures, to reduce operating noise.</p> <p>d. Line or cover hoppers, storage bins, and chutes shall include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces).</p> <p>e. To the extent practicable and available, the construction contractor shall use construction equipment manufactured or modified to reduce noise and vibration emissions, such as: electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic tools, and electric saws instead of air- or gasoline-driven saws.</p>					
<p>MM Complete Streets NOI-2: Where feasible, the City's contractor shall install temporary, field-erected noise barriers to block the line-of-site between construction equipment and sensitive receptors prior to construction (in the Complete Streets project area these are limited to residential uses). Noise barriers could include sound blankets hanging on existing fences, or the use of freestanding portable sound walls. Noise barriers should be a minimum of 8-feet in height and continuous between the source of noise and adjacent or nearby noise-sensitive receptors. Noise barriers are most effective when placed directly adjacent to either the noise source or receptor. Barrier construction may include, but not necessarily limited to, using appropriately thick</p>	<p>Engineering Division</p> <p>City-retained Construction Contractors</p>	<p>Planning Division</p> <p>Engineering Division</p> <p>Building Division</p>	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
wooden panel walls (at least one-half inch thick), which are tall enough to block the line-of-sight between the dominant construction noise source(s) and the noise-sensitive receptor. Such barriers can reduce construction noise by 5 to 15 dBA at nearby noise-sensitive receptor locations, depending on barrier height and length, and the distance between the barrier and the noise-producing equipment or activity. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity. These techniques are most effective and practical when the construction activity noise source is stationary (e.g., auger or drill operation) and the specific source locations of noise emissions are near the ground and can be placed as close to the equipment/activity-facing side of the noise barrier as possible. Barrier layout and other implementation details would vary by construction site.					
<p>MM Incentive District NOI-1: For development projects considered under the Incentive District provisions, a project-level vibration analysis would be required if the construction plans for the project would include the use of any of the following:</p> <ol style="list-style-type: none"> 1. Typical heavy construction equipment within 25 feet of existing inhabited structures. Typical heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes: large dozers, large excavators, and large loaders. 2. Vibratory compaction rollers for use within 80 feet of inhabited structures. 3. Pile drivers are proposed for use within 150 feet of inhabited structures. 	Project Applicants under Incentive District and retained noise and vibration specialists	Planning Division Building Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>If none of the construction methods mentioned in the enumerated list above are proposed within the described boundaries, no further analysis would be required since the distances to sensitive receptors would create enough of a buffer to ensure impacts are less than significant.</p> <p>The purpose of each project-level vibration analysis would be to determine if the specific project-level construction would generate vibration levels exceeding the human perception threshold of 0.1 in/sec PPV at the receptor. Project specific details that would be required in each analysis would include, but not be limited to, actual construction equipment type, sizes, and horsepower to be used, specific locations of each activity, and actual distances from the activity to inhabited buildings. Vibration levels of actual equipment to be used shall be estimated from Federal Transit Administration (FTA) vibration guidance documents (FTA 2006), attenuated with distance to the inhabited structures, and compared to the Caltrans vibration threshold for human perception. If applicable, the intervening ground between equipment and structures would be considered for its soil properties for additional vibration attenuation.</p> <p>If the project-specific analysis determines that a project-specific significant impact could occur mitigation shall be required to reduce the impact to less than significant. Alternative construction methods and equipment that generate lower vibration levels shall be considered. Estimated construction vibration levels would be required to not to exceed the vibration threshold of human perception at inhabited buildings (0.1 in/sec PPV at the receptor). Field vibration measurement surveys</p>					

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>of actual construction vibration would be considered, as determined to be required by the vibration specialist, as part of construction vibration compliance with the threshold.</p> <p>This requirement shall be implemented for all projects under the Incentive District (Administrative Approval, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 3901 of the Coast Highway Incentive District).</p>					
<p>MM Incentive District NOI-2: For individual development projects proposed under the Incentive District, the following field techniques shall be implemented by the project construction contractor to reduce construction-related noise at noise-sensitive receptors within 100 feet of construction activity:</p> <p>a. Unless safety provisions require otherwise, the Incentive District construction contractor shall adjust all audible back-up alarms to the lowest volume appropriate for safety purposes (i.e., still maintaining adequate signal-to-noise ratio for alarm effectiveness). The contractor shall consider signal persons, strobe lights, or alternative safety equipment and/or processes as allowed, for reducing reliance on high-amplitude sonic alarms.</p> <p>b. The construction contractor shall place stationary noise sources at the construction site, such as generators and air compressors, as far away as possible from affected noise-sensitive receivers (residential and school uses). Non-noise-producing equipment, such as trailers, may be located as a sound barrier</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division Building Division		X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>between suspected major noise-producing sources and sensitive receptors.</p> <p>c. Noise producing equipment (e.g., jackhammers and pavement breakers) shall use noise attenuating shields, shrouds, or portable barriers or enclosures, to reduce operating noise.</p> <p>d. Line or cover hoppers, storage bins, and chutes shall include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces).</p> <p>e. To the extent practicable and available, the construction contractor shall use construction equipment manufactured or modified to reduce noise and vibration emissions, such as: electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic tools, and electric saws instead of air- or gasoline-driven saws.</p>					
<p>MM Incentive District NOI-3: Where feasible, temporary, field-erected noise barriers to block the line-of-site between construction equipment and sensitive receptors shall be installed prior to construction of the individual development projects under the Incentive District. Noise barriers could include sound blankets hanging on existing fences, or freestanding portable sound walls. Noise barriers should be a minimum of 8-feet in height and continuous between the source of noise and adjacent or nearby noise-sensitive receptors. Noise barriers are most effective when placed directly adjacent to either the noise source or receptor. Barrier construction may include, but not necessarily limited to, using appropriately thick wooden panel walls (at least one-half inch thick),</p>	Project Applicants under Incentive District and Construction Contractors	Planning Division Engineering Division Building Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>as shown in Figure 3.10-2, which are tall enough to block the line-of-sight between the dominant construction noise source(s) and the noise-sensitive receptor. Such barriers can reduce construction noise by 5 to 15 dBA at nearby noise-sensitive receptor locations, depending on barrier height and length, and the distance between the barrier and the noise-producing equipment or activity. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity. These techniques are most effective and practical when the construction activity noise source is stationary (e.g., auger or drill operation) and the specific source locations of noise emissions are near the ground and can be placed as close to the equipment/activity-facing side of the noise barrier as possible. Barrier layout and other implementation details would vary by construction site.</p>					
Transportation and Traffic					
<p>MM Complete Streets TR-1: In order to mitigate the deficient LOS at the two study area intersections under the Existing + Project scenario, the City shall implement the following measures to improve intersection operations to an acceptable LOS. The City shall include the project modifications in the Complete Streets construction plans or completed prior to the finalization of the construction plans. The improvements shall be completed either prior to or concurrent with the Complete Streets improvements.</p>	Public Works Department (Traffic)	Planning Division Traffic Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
The specific measures for the two degraded study intersections in the Existing + Project scenario are in the table that follows.					

MM Complete Streets TR-1: Specific Measures and Mitigated Conditions

#	Intersection	Measure	Comment	Delay (sec/ vehicle)	LOS
27	Coast Highway & Oceanside Boulevard	Maintain Existing Traffic Signal	Merging of two lanes into one lane would occur north of intersection before Wisconsin Avenue	41.2	D
35	Coast Highway & Cassidy Street	Maintain Existing Traffic Signal	No other adjustments required	19.2	B

MM Complete Streets TR-2: In order to mitigate the deficient LOS at the eight degraded study area intersections predicted under the Future + Project scenario, the City shall implement the following measures to improve intersection operations to an acceptable LOS. The City shall include the project modifications in the Complete Streets construction plans prior to the finalization of the construction plans. The improvements shall be completed either prior to or concurrent with the Complete Streets improvements.	Public Works Department (Traffic)	Planning Division Traffic Division		X	X	
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MITIGATION MONITORING AND REPORTING PROGRAM, OCEANSIDE COAST HIGHWAY, COMPLETE STREETS AND INCENTIVE DISTRICT

Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
The nine mitigation measures for the eight degraded study intersections in the Future Conditions + Project scenario are in the summary table that follows. Note that the Oceanside Boulevard and I-5 SB On-/Off-Ramps intersection has two specific measures to address both the AM and PM peak hours.					

MM Complete Streets TR-2: Specific Measures and Mitigated Conditions

#	Intersection	Measure	Comment	Delay (sec/ vehicle)	LOS
4	Coast Hwy & Surfrider Way	Maintain Existing Traffic Signal	None	19.6	B
6	Coast Hwy & Pier View Way	Maintain Existing Traffic Signal	None	8.7	A
15	Seagaze St & Ditmar St	Convert AWSC to Traffic Signal	None	13.2	B
27	Coast Hwy & Oceanside Blvd	Maintain Signal	None	47.4	D
29	Coast Hwy & Morse St	Maintain existing Traffic Signal	None	25.9	C
35	Coast Hwy & Cassidy Street	Maintain existing Traffic Signal	Implementation of this mitigation measure will not fully mitigate the project's impacts to this intersection	66.4	E
42	Vista Way & Ditmar St	Convert SSSC to Traffic Signal	None	11.5	B
52 (AM Peak Hour)	Oceanside Blvd & I-5 SB On-/Off-Ramps	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	None	33.9	C
52 (PM Peak Hour)	Oceanside Blvd & I-5 SB On-/Off-Ramps	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	Implementation of this mitigation measure will not fully mitigate the project's impacts to this intersection	44.2	D

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
<p>MM Complete Streets TR-3: Prior to the start of construction of the Complete Streets improvements, the City shall require the construction contractor to prepare a Traffic Control Plan. The Traffic Control Plan will show all signage, striping, delineated detours, flagging operations and any other devices that will be used during construction to guide motorists safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan will be prepared in accordance with the City's traffic control guidelines and will be prepared to ensure that access will be maintained to individual properties, and that emergency access will not be restricted. The Traffic Control Plan will ensure that congestion and traffic delay are not substantially increased as a result of the construction activities. In addition, the City shall provide written notice at least 2 weeks prior to the start of construction to owners/occupants along streets to be affected during construction.</p> <p>During construction, the City will maintain continuous vehicular and pedestrian access to residential driveways from the public street to the private property line, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, the City shall notify the owner or occupant of the closure of the driveway at least five working days prior to the closure. The Traffic Control Plan shall include provisions to ensure that the construction of the Complete Streets improvements does not interfere unnecessarily with the work of other agencies such as emergency</p>	Public Works Department (Traffic)	Planning Division Traffic Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
service providers, mail delivery, school buses, and municipal waste services.					
<p>MM Incentive District TR-1: Prior to submittal of grading plans for development and redevelopment projects under the Incentive District that would result in temporary interferences along roadways within the project area, project applicants and/or private developers shall prepare a Traffic Control Plan for approval by the City Transportation Division. The Traffic Control Plan will show all signage, striping, delineated detours, flagging operations and any other devices that will be used during construction to guide motorists safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan will be prepared in accordance with the City's traffic control guidelines and will be prepared to ensure that access will be maintained to individual properties, and that emergency access will not be restricted. The Traffic Control Plan will ensure that congestion and traffic delay are not substantially increased as a result of the construction activities. In addition, the project applicants and/or private developers shall provide written notice at least 2 weeks prior to the start of construction to owners/occupants along streets to be affected during construction.</p> <p>During construction, continuous vehicular and pedestrian access to residential driveways from the public street to the private property line will be maintained, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, the</p>	Public Works Department (Traffic)	Planning Division	X	X	

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Mitigation Measures	Responsible Party	Verification Responsibility	Monitoring Schedule		
			Before Construction	During Construction	After Construction
project applicants and/or private developers shall notify the owner or occupant of the closure of the driveway at least 5 working days prior to the closure. The Traffic Control Plan shall include provisions to ensure that the construction does not interfere unnecessarily with the work of other agencies such as emergency service providers, mail delivery, school buses, and municipal waste services					