Draft Environmental Impact Report

ALTA OCEANSIDE

Prepared for:
City of Oceanside
300 N. Coast Highway
Oceanside, California 92054
Contact: Richard Greenbauer

December 2019

PREPARED BY
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605 Third Street
Encinitas, California 92024
Contact: Brian Grover, AICP

PUBLIC REVIEW DRAFT

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TABLE OF CONTENTS

Section **Page No.**

Page No.

Page No.

Page No.

Page No.

APPENDICES

FIGURES

TABLES

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AB	Assembly Bill
ADT	average daily traffic
ALUCP	airport land use compatibility plan
APE	area of potential effect
APN	Assessor's Parcel Number
ASCE	American Society of Civil Engineers
ASTM	American Society for Testing and Materials
BCC	Birds of Conservation Concern
BMP	Best Management Plan
BTH	brown trunk height
BTR	Biological Resources Technical Report
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
CalARP	California Accidental Release Prevention
Cal-IPC	California Invasive Plant Council
CAP	Climate Action Plan
CARB	California Air Resources Control Board
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CNEL	community noise equivalent level
CNMP	Construction Noise Management Plan
CNPS	California Native Plant Society
CPUC	California Public Utilities Commission
CREC	controlled recognized environmental condition
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
DBH	diameter at breast height
DT	Downtown District
E-CAP	Energy and Climate Action Element
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ESHA	Environmentally Sensitive Habitat Areas
FAA	Federal Aviation Administration
FAC	facultative

Acronym	Definition
FACW	facultative wetland
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FP	fully protected
FTA	Federal Transit Administration
GHG	greenhouse gas
HAP	hazardous air pollutant
HREC	historical recognized environmental condition
I-	Interstate
IBC	International Building Code
KVP	key vantage point
LCP	Local Coastal Program
LED	light-emitting diode
LOS	Level of Service
LSWWTP	La Salina Wastewater Treatment Plant
MBTA	Migratory Bird Treaty Act
MCEG	Mean Maximum Considered Earthquake
MGD	million gallons per day
MHCP	Multiple Habitat Conservation Program
MLD	most likely descendent
MM	Mitigation Measure
MOE	measure of effectiveness
MPH	miles per hour
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Plan
MT	metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NCTD	North County Transit District
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OFD	Oceanside Fire Department
OPD	Oceanside Police Department
OSHA	Occupational Safety and Health Administration
OSHCP	Oceanside Subarea Habitat Conservation Plan
OUSD	Oceanside Unified School District
PAMA	pre-approved mitigation area
PAR	Property Analysis Report
PGA	peak ground acceleration
PPV	peak particle velocity
PRC	Public Resources Code

Acronym	Definition
PRIMP	Paleontological Resources Impact Mitigation Program
RAQS	Regional Air Quality Strategy
RCNM	Roadway Construction Noise Model
RCP	Regional Comprehensive Plan
REC	recognized environmental condition
RHNA	Regional Housing Needs Assessments
RPS	Renewable Portfolio Standard
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan and its Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	State Bill
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCHM	San Diego County Hydrology Manual
SDCWA	San Diego County Water Authority
SDDEH	San Diego Department of Environmental Health
SIP	state implementation plan
SLF	Sacred Lands File
SLRWWTP	San Luis Rey Wastewater Treatment Plan
SMARA	Surface Mining and Reclamation Act
SP	service population
SR	State Route
SRA	state responsibility area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
TAC	Toxic Air Contaminant
TCA	Traditionally and Culturally Affiliated
TCP	Traffic Control Plan
TCR	tribal cultural resource
TIA	Traffic Impact Study
TMDL	Total Maximum Daily Load
TWLTL	two-way left-turn lane
UWMP	Urban Water Management Plan
VHFHSZ	very high fire hazard severity zones
VMT	vehicle miles traveled
WQIP	Water Quality Improvement Plan

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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of Oceanside (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). This EIR has been prepared to evaluate the environmental impacts associated with implementation of the Alta Oceanside project (proposed project).

This EIR is an informational document intended for use by the City of Oceanside, other public agencies, and members of the public in evaluating the potential environmental effects of the proposed project.

CEQA Statute, Section 21002, states that public agencies should not approve projects that would result in significant effects on the environment if there are feasible mitigation measures or alternatives that can mitigate or avoid these effects. This EIR evaluates the environmental effects associated with the proposed project and discusses the manner in which the proposed project's significant effects can be reduced or avoided through mitigation measures or feasible alternatives to the proposed project. In accordance with Section 15130 of the CEQA Guidelines, this EIR also includes an examination of the effects of cumulative development. Cumulative impacts occur when the combined effects of several projects may be significant when considered collectively.

This summary provides a brief synopsis of: the proposed project, results of the environmental analysis contained within this environmental document, alternatives to the proposed project that were considered, and major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found throughout the individual chapters within the EIR. Therefore, the reader should review the entire document to fully understand the proposed project and its environmental effects.

ES.2 PROJECT DESCRIPTION AND LOCATION

ES.2.1 Project Location

The 5.3-acre project site is located west of North Coast Highway (State Route 101) and south of Costa Pacifica Way. The proposed project site comprises a portion of Assessor's Parcel Numbers 143-040-20, -22, -23, -26, and -54. The project site is found within the Downtown District of the City. The 5.3-acre site is located west of Interstate (I-) 5, south of the San Luis Rey River, east of the San Luis Rey River Trail, and north of State Route (SR-) 76 western terminus. More specifically, the site is located at the southwest corner of the North Coast Highway and Costa Pacifica Way intersection, at 939 and 1009 North Coast Highway. The developed parcels front North Coast Highway and include an existing business (The Main Attraction) as well as buildings that are currently unused or not used by the general public. Existing uses in the vicinity include a variety of commercial, restaurant, and hotel/motels, as

well as some residential mobile home and multi-family developments. The project site is located within the coastal zone.

ES.2.2 Project Description

The proposed project proposes a mixed-use development consisting of a Mixed-Use Development Plan as part of the Development Plan application. The Mixed-Use Development Plan standards proposed for the project use the City's Base Downtown District Regulations for Residential and Nonresidential land uses as a guideline, as modified in accordance with Density Bonus law. As the project proposes 26 very low income units, the Density Bonus Law requires the City to grant two incentives/concessions and unlimited waivers. The project is requesting one incentive to eliminate the daylight plane setback above 12 feet, and one to reduce parking space dimension at a vertical obstruction from 1 to 0.5 foot. If approved, these entitlements would allow the development of a mixed-use development on 5.3 acres of land in the northwestern portion of the City along North Coast Highway. The proposed project would allow for the development of up to 309 dwelling units, for a total overall density of 58.2 dwelling units per gross acre.

The project also includes approximately 5,422 square-feet of commercial retail space on the street level fronting on North Coast Highway. The space would be suitable for restaurant, retail or visitor uses, and would have access to both North Coast Highway and the proposed public plaza serving as the entry to the building. Another 1.5 acres of the site are planned for open space including courtyards, roof deck, non-street side yards, private balconies, and patio open space.

ES.2.3 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives that "include the underlying purpose of the project and may discuss the project benefits." The following objectives have been identified for the project:

1. Provide a mixed-use development that contributes to the revitalization of Downtown Oceanside pursuant to the City of Oceanside (City) General Plan Special Management Area Redevelopment Project Area, and the Coast Highway Vision and Strategic Plan Redevelopment Area.
2. Provide frontage improvements consistent with the current draft Coast Highway Corridor Study and General Plan Circulation Element.
3. Develop a project with market rate housing that at least meets the General Plan authorized density of 43 dwelling units/acre to help satisfy the City's current and future demand for housing, as outlined in the General Plan Housing Element and the City's Regional Housing Needs Assessment allocation.

4. Implement State density bonus law and the City's General Plan Housing Element by providing housing for a mix of income levels, including at least 10% of the project's base dwelling units for very low income households on the project site.
5. Increase the intensity of development sufficiently to feasibly provide amenities and services that add value and contribute to a higher quality of life for residents, such as wellness/fitness areas, common recreational spaces, access to co-work space, and proximity to multi-modal transportation options (transit, pedestrian, and bicycle connections) and coastal recreation areas.
6. Conserve natural resources and promote efficient use of land by developing a previously disturbed, in-fill property with a mixed-use development that incorporates energy efficient and sustainability features into the project's design in an area currently served by existing utility infrastructure.
7. Provide pedestrian oriented building design and site layout elements along North Coast Highway by screening parking areas from public view, providing pedestrian features such as plazas and providing visual relief features to break up building massing.
8. Provide commercial space suitable for both visitor-serving and resident-serving commercial uses near residential and recreational areas.
9. Provide retail and/or restaurant commercial uses and other project features that front on North Coast Highway to activate the streetscape and pedestrian corridor in accordance with the Coast Highway Vision and Strategic Plan.

ES.2.4 Discretionary Actions

Consistent with the City's General Plan, Local Coastal Program, and Zoning Ordinance, the proposed project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Tentative Map, Mixed-Use Development Plan, Regular Coastal Permit, and a Request for Density Bonus. As the project proposes 26 very low income units, Density Bonus Law requires the City to grant two incentives/concessions and unlimited waivers. The project is requesting one incentive to eliminate the daylight plane setback above 12 feet, and one to reduce parking space dimension at a vertical obstruction from 1 to 0.5 foot.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies can use this EIR and supporting documentation in their decision-making process to issue additional approvals. These additional approvals may include approvals such as a site-specific Stormwater Pollution Prevention Plan.

ES.3 AREAS OF CONTROVERSY

Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) dated May 17, 2019, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2019050007) to this EIR.A public scoping meeting was held on June 3, 2019, at 6:00 p.m. at the Civic Center Library (330 North Coast Highway, Oceanside, CA 92054) to gather additional public input. The initial 30-day public scoping period ended on June 17, 2019.Both scoping meetings were recorded and are viewable on the City's website for the proposed project (http://www.ci.oceanside.ca.us/gov/dev/planning/project/nrfp.asp). Comments received during the NOP public scoping period were considered during the preparation of this EIR. The NOP and comments are included in Appendix A to this EIR.

Comments covered numerous topics, including site access, fire risk and evacuation plans, utility infrastructure and supply, traffic generation and roadway improvements, visual impact, emergency access, growth inducement, and preservation of biological and cultural resources. Public scoping comments regarding the proposed project's potential impact on the environment were evaluated as part of the preparation of this EIR. More specifically, fire risk and evacuation plans are addressed in Sections 5.6(f) and 4.5; utility infrastructure and supply are discussed in Section 5.13; traffic generation and roadway improvements are discussed in Sections 3.2.3 and 4.5; visual impacts are addressed in Section 5.1; emergency access is addressed in Section 4.5; growth inducement is discussed in Chapter 7; and biological and cultural resources are addressed in Sections 4.1 and 4.2. Consistent with CEQA's requirements that an alternative must reduce or avoid a potentially significant project impact and an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

ES.4 EFFECTS NOT FOUND TO BE SIGNIFICANT

Environmental impacts associated with aesthetics, agriculture and forestry, energy consumption, greenhouse gas emissions, hazards and hazardous waste, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire were found to be less than significant.

ES.5 IMPACTS DETERMINED TO BE SIGNIFICANT

Table ES-1 provides a summary of significant project-related impacts pursuant to the CEQA Guidelines, Section 15123(b)(1). Impacts associated with biological resources, cultural resources, geology and soils, noise, transportation, tribal cultural resources, and air quality were identified as significant. However, implementation of mitigation measures would reduce impacts to a less-than-significant level for biological resources, cultural resources, geology and soils, noise, and tribal cultural resources. Impacts related to transportation would remain significant and not mitigated.

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
Biological Resources			
Impacts to nesting birds	**MM-BIO-1:**	Prior to the issuance of any demolition or grading permit, the associated plans must state the following within the plan notes: Migratory Bird and Raptor Nest Buffers. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31). Human disturbance shall be restricted around documented nesting habitat during the breeding season based on the following: To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat would occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or State-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers shall be established: • No work within 300 feet of a non-listed nesting migratory bird nest, and • No work within 500 feet of a listed bird or raptor nest. The City, in consultation with a City-approved biologist and/or Wildlife Agency (if list bird or raptor nest is present), may identify reduced buffers for species depending on site-specific conditions (e.g., the width and type of screening vegetation between the nest and proposed activity), specie's sensitivity to noise, or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance).	Less than significant

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
Impacts to non-native grassland	**MM-BIO-2:** Significant impacts to 2.45 acres of non-native grassland shall be mitigated at a 0.5:1 ratio for a total of 1.23 acres of non-native grassland or other City-approved native vegetation community. The mitigation location shall be prioritized as follows: (1) Oceanside Subarea Plan Wildlife Corridor Planning Zone, (2) City of Oceanside, and (3) Northwestern San Diego County area. Mitigation shall be provided via one of the following options: • Mitigation Bank Option. Prior to the issuance of any grading permit, the applicant shall provide proof of purchase of mitigation credits at a mitigation bank within San Diego County equal to 1.23 acres of non-native grasslands or higher value vegetation community. • Habitat Preservation Option. Prior to the issuance of any grading permit, the applicant shall provide evidence to the City of Oceanside Planning Division that a minimum of 1.23 acres of non-native grassland or other City-approved native vegetation community are provided as mitigation through compensatory preservation. The habitat preservation mitigation site shall (1) be protected by a conservation easement or other City-approved mechanism that provides preservation in perpetuity, (2) have a permanent responsible party clearly designated, and (3) be managed in accordance with a Habitat Management Plan in perpetuity. The Habitat Management Plan shall also include Property Analysis Report (PAR) analysis to identify yearly maintenance and monitoring costs pursuant to meeting those performance criteria, as well as identify an initial management fund endowment to provide for management in perpetuity. Prior to grading permit issuance, the applicant shall provide proof that such funds have been provided to the permanent responsible party. • Habitat Restoration Option. Prior to the issuance of any grading permit, the applicant shall provide evidence to the City of Oceanside Planning Division that a minimum of 1.23 acres of habitat intended to be restored to non-native grassland or other City-approved native vegetation community are provided as mitigation. In addition, the applicant shall provide a performance bond to the City prior to the issuance of a grading permit to ensure the completion of the restoration. The habitat restoration mitigation site shall (1) be protected by a conservation easement or other City-approved mechanism that provides preservation in perpetuity, (2) have a permanent responsible party clearly designated, and (3) be managed in accordance with a Habitat Management Plan in perpetuity.	Less than significant

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	The Habitat Management Plan shall also include a Property Analysis Record (PAR) to identify yearly maintenance and monitoring costs pursuant to meeting those performance criteria, as well as identify an initial management fund endowment to provide for management in perpetuity. Prior to grading permit issuance, the applicant shall provide proof that such funds have been provided to the permanent responsible party. Restoration activities shall be completed in accordance with a Habitat Restoration Plan. Prior to issuance of a grading permit, proof of the initiation of the habitat restoration must be provided to the City.	
Cultural Resources		
Impacts to archaeological resources and human remains.	**MM-CUL-1:** Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseno Tribe". 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 "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseno Tribe" 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 tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities. The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-	Less than significant

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. In order to prevent unnecessary negative effects to cultural resources within the project's APE, a brief archaeological sensitivity training would be provided during this pre-grading meeting with the grading contractor. This training would include a discussion concerning resources located in proximity to designated work areas. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, grading and/or other initial ground altering activities to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources. In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, the San Luis Rey Band, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit. The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these 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 the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant, the San Luis Rey Band shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary 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 tribal cultural resources, artifact	

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	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 area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the San Luis Rey Band. 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 tribal 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. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected. The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the San Luis Rey Band for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No tribal cultural resources shall be subject to curation. 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 of Oceanside Planning Division for approval. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site 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 Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 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	

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	treatment could occur as prescribed by law. If suspected 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. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendent.	
Geology and Soils		
Impacts to paleontological resources	**MM-GEO-1:** Prior to the issuance of a grading permit, the applicant shall submit a letter to the City of Oceanside (City) from a qualified professional paleontologist or a California Registered Professional Geologist with appropriate paleontological expertise, as defined by the Society of Vertebrate Paleontology's guidelines indicating that they have been retained by the applicant to prepare and implement a Paleontological Resources Impact Mitigation Program (PRIMP). The qualified paleontologist shall be available "on-call" to the City and the applicant throughout the duration of ground-disturbing activities. The PRIMP shall include preconstruction coordination; construction monitoring; emergency discovery procedures; sampling and data recovery, if needed; preparation, identification, and analysis of the significance of fossil specimens salvaged, if any; museum storage of any specimens and data recovered; and reporting. Earth-moving construction activities shall be monitored wherever these activities will disturb previously undisturbed sediment. Monitoring will not need to be conducted in areas where sediments have been previously disturbed or in areas where exposed sediments will be buried but not otherwise disturbed. In such cases, spot-checking of the excavation site is sufficient. This measure shall apply for all excavation activities within old paralic deposits that underlie the project. **MM-GEO-2:** Prior to the issuance of a grading permit, the City of Oceanside (City) shall confirm the following measure is identified on the grading plan and will be implemented: Grading activities are subject to a Paleontological Resources Impact Mitigation Program (PRIMP). If potential fossils are discovered by construction crews or during monitoring by a qualified paleontologist, all earthwork or other types of ground disturbance within 50 feet of the discovery shall stop immediately until the qualified professional paleontologist can assess the nature and importance of the discovery. If a fossil of scientific value or uniqueness is identified by the paleontologist, the paleontologist shall record the find and allow work to continue or recommend salvage and recovery of the fossil. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice and shall be subject to	Less than significant

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
	review and approval by the City. Work in the affected area may resume once the fossil has been assessed and/or salvaged and the City, in consultation with the professional paleontologist, has provided written approval to resume work.	
	Noise	
Generation of construction noise levels in excess of standards established in the local general plan or noise ordinance	**MM-NOI-1**: Prior to the issuance of a Construction Permit, the Applicant/Owner or Construction Contractor shall prepare and submit a Construction Noise Management Plan (CNMP) to the City of Oceanside Planning Division (City Planner) for review and approval. Prior to the issuance of a Construction Permit, Construction Plans shall also include a note indicating compliance with the CNMP is required. The CNMP shall be prepared or reviewed by a Qualified Acoustician (retained at the Applicant/Owner or Construction Contractor's expense) and feature the following: a. A detailed construction schedule at daily (or weekly, if activities during each day of the week are typical) resolution and correlating to areas or zones of on-site project construction activity(ies) and the anticipated equipment types and quantities involved. Information will include expected hours of actual operation per day for each type of equipment per phase, and indication of anticipated concurrent construction activities on site. b. Suggested locations of a set of noise level monitors, attended by a Qualified Acoustician or another party under its supervision or direction, at which sample outdoor ambient noise levels will be measured and collected over a sufficient sample period and subsequently analyzed (i.e., compared with applicable time-dependent A-weighted decibel [dBA] thresholds) to ascertain compliance with the eight hour Federal Transit Administration (FTA) guidance-based limit of 80 dBA equivalent sound level over a consecutive eight hour period. Sampling shall be performed, at a minimum, on the first (or otherwise considered typical construction operations) day of each distinct construction phase. c. If sample collected noise level data indicates that the eight hour noise threshold has or will be exceeded, construction work shall be suspended (for the activity or phase of concern) and the Applicant/Owner or Construction Contractor shall implement one or more of the following measures as detailed or specified in the CNMP: i. Administrative controls (e.g., reduce operating time of equipment and/or prohibit usage of equipment type[s] within certain distances). ii. Engineering controls (upgrade noise controls, such as install better engine exhaust mufflers). iii. Install noise abatement on the site boundary fencing (or within, as practical and appropriate) in the form of sound blankets or comparable temporary barriers to occlude construction noise	Less than significant

Table ES-1
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Impact	Mitigation Measures	Level of Significance After Mitigation
	emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern. The implemented measure(s) will be reviewed or otherwise inspected and approved by the Qualified Acoustician (or another party under its supervision or direction) prior to resumption of the construction activity or process that caused the measured noise concern or need for noise mitigation. Noise levels shall be re-measured after installation of said measures to ascertain post-mitigation compliance with the noise threshold. As needed, this process shall be repeated and refined until noise level compliance is demonstrated and documented. A report of this implemented mitigation and its documented success will be provided to the City Planner. d. The Applicant/Owner or Construction Contractor shall make available a telephone hotline so that concerned neighbors in the community may call to report noise complaints. The CNMP shall include a process to investigate these complaints and, if determined to be valid, detail efforts to provide a timely resolution and response to the complainant, with a copy of resolution provided to the City Planner.	
Transportation		
A direct and cumulative impact to the segment of North Coast Highway, between Costa Pacifica Way and SR-76	**MM-TRF-1** Prior to the issuance of occupancy permits, the following improvements shall be completed by the applicant to the satisfaction of the City of Oceanside: • Provide a dedicated northbound left turn lane at the North Coast Highway/Costa Pacifica Way intersection; • Install raised medians on North Coast Highway, between Costa Pacifica Way and south of the southerly In-N-Out driveway, which includes raised medians on both sides of the left turn lane; and, • Install signage indicating left turn restrictions at the southerly In-N-Out driveway.	Significant not mitigated
A cumulative impact to North Coast Highway, between Harbor Drive to Costa Pacifica Way	**MM-TRF-2** Prior to the issuance of occupancy permits, the following improvements shall be completed by the applicant to the satisfaction of the City of Oceanside: • Construct a refuge median (pork chop) for left-turning vehicles on Costa Pacifica Way destined to travel northbound North Coast Highway; and, • Add "Keep Clear" pavement markings on the southbound approach at the intersection of North Coast Highway/Costa Pacifica Way.	Significant not mitigated
Tribal Cultural Resources		
Potential impacts to tribal cultural resources, as defined in California	**MM-TCR-1:** An appropriate approach to potential impacts to Tribal Cultural Resources (TCRs) (as defined by PRC	Less than

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures	Level of Significance After Mitigation
Public Resources Code Section 21074	Section 21074) is developed in response to the identified presence of a TCR by California Native American Tribes through the process of consultation. While no TCRs have been identified that may be affected by the project, the following approach for the inadvertent discovery of TCRs has been prepared to ensure there are no impacts to unanticipated resources. The City shall require that a Native American and archaeological monitor are present during ground-disturbing activities with the greatest potential to encounter Native American cultural resources, consistent with, and as required by MM-CUL-1. The archaeological and Native American monitors shall have the authority to temporarily halt work to inspect areas as needed for potential cultural material or deposits. Should a potential TCR be inadvertently encountered, all construction work involving ground-disturbance occurring within 50 feet of the find shall immediately stop and the City notified. If the unanticipated resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in MM-CUL-1. Ground disturbance in this area shall not commence until the qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. The 50 foot buffer may be adjusted based on the recommendation of the qualified archaeological principal investigator. Should it be required, temporary flagging may be installed around this resource in order to avoid any disturbances from construction equipment. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeological monitor in correspondence with the qualified archaeological principal investigator may simply be required to record the find to appropriate standards (thereby addressing any data potential). If the qualified archaeological principal investigator observes the discovery to be potentially significant under City, CEQA or Section 106 of the NHPA, additional efforts such as preparation of an archaeological treatment plan, testing, and/or data recovery may be warranted prior to allowing construction to proceed in this area. The feasibility for avoidance of any identified resource will also be discussed with the City. The City shall be notified of any identified Native American cultural resource, regardless of significance, and provided the opportunity to provide management recommendations prior to moving forward in construction in areas that might disturb the identified resource. If the City determines through consultation with NAHC-listed representatives that the potential resource appears to be a tribal cultural resource (as defined by PRC Section 21074), any affected tribe shall be provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground	significant

Table ES-1
Summary of Significant Environmental Impacts

Impact	Mitigation Measures		Level of Significance After Mitigation
		disturbance activities as well as the treatment and disposition of any discovered tribal cultural resources. Depending on the nature of the potential resource and Tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. All activities shall be conducted in accordance with regulatory requirements.	
Air Quality			
Potential impact related to the exposure of sensitive receptors to Toxic Air Contaminants during construction.	**MM-AQ-1:**	Prior to the issuance of a grading permit, the City shall verify that the grading plan notes identify the following: Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with CARB certified Tier 4 Interim engines or better, except where the project applicant establishes to the satisfaction of the City that Tier 4 Interim equipment is not available. All other diesel-powered construction equipment will be classified as Tier 3 or higher, at a minimum, except where the project applicant establishes to the satisfaction of the City that Tier 3 equipment is not available. In the case where the applicant is unable to secure a piece of equipment that meets the Tier 4 Interim requirement, the applicant may upgrade another piece of equipment to compensate (e.g. from Tier 4 Interim to Tier 4 Final) or take such other actions as would reduce the contemplated emissions from 75 horsepower or greater diesel-powered equipment to a level that would have been achieved had Tier 4 Interim engines been used. Engine Tier requirements in accordance with this measure shall be incorporated on all construction plans.	Less than significant
Potential impact related to the exposure of sensitive receptors to Toxic Air Contaminants during operations.	**MM-AQ-2a**	Prior to the issuance of a construction permit, the City shall verify that the construction plan notes identify the following: The applicant or its successor shall install high-efficiency return air filters on all heating, ventilation, and air conditioning (HVAC) systems serving the project. The air filtration system shall reduce at least 90% of particulate matter emissions, such as can be achieved with a Minimum Efficiency Reporting Value 13 (MERV 13) air filtration system installed on return vents in residential units.	Less than significant
	MM-AQ-2b	Prior to the issuance of a certificate of occupancy, the City shall verify the installation of the MERV 13 air filtration system on any HVAC system installed for the specified residential units in accordance with the manufacturer's recommendations for the life of the project. On-going maintenance of the installed filtration systems shall be the responsibility of the applicant or its successor.	

ES.6 SIGNIFICANT AND UNAVOIDABLE IMPACTS

As discussed in this EIR, implementation of the proposed project would result in significant impacts and unavoidable impacts related to transportation. While the project would provide mitigation that would improve traffic flow, transportation impacts would remain significant due to the inability to provide mitigation that would increase the capacity of roadway segments. Refer to Section 4.5 of this EIR for additional information.

ES.7 ANALYSIS OF ALTERNATIVES

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, EIRs are required to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (14 CCR 15126.6(a)). This EIR "must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation" (14 CCR 15126.6(a)). The alternatives discussion is required even if these alternatives "would impede to some degree the attainment of the project objectives, or would be more costly" (14 CCR 15126.6(b)).

ES.7.1 No Project (No Build) Alternative

Under the No Project (No Build) Alternative, the project site would remain in its existing condition and would not involve the construction of any new development or associated improvements. The existing commercial developments, vacant buildings, and other site conditions would remain in their current state. Refer to Chapter 2.1.3, Existing Land Uses, for a description of the existing uses on site.

ES.7.2 No Project (Development per Entitlements)

The No Project (Development per Entitlements) Alternative would include the development of the entitled Seacliff Terraces project on the property and no new development on the remainder of the site. The 1.7-acre residential and retail development would be located on APNs 143-040-23 and -54 in the northwestern area of the site. The development to be constructed would include 1,152 square feet of retail space, 52 residential condominium units, a public recreational viewing deck, a public retail patio, and supporting amenities. This development would be included within one four-story building with two levels of underground parking. The remaining 3.4 acres of the site would remain in its current condition as vacant, previously disturbed land. (See Chapter 2). This would include the continued operation of the existing commercial uses. In addition, this No Project (Development per Entitlements) alternative assumes that the currently vacant buildings could be occupied.

ES.7.3 Reduced Footprint Alternative

The Reduced Footprint Alternative has been designed to avoid all impacts to on-site non-native grasslands. As such, this alternative would compress the development into only the eastern portion of the site along North Coast Highway and preserve the western portion of the site. This Reduced Footprint Alternative would be designed as a five-story podium with 1.5 levels of below grade garage. Due to development constraints associated with a smaller footprint, fewer units and a reduction in recreational amenities would result. The proposed site access would be directly to North Coast Highway, as a strip of non-native grassland extends along the northern property line, thereby eliminating vehicular access from Costa Pacifica Way. The North Coast Highway access point would be located across from the City of Oceanside Chamber of Commerce northern driveway, and would be limited to right-turn in/out access only. Due to the reduced area of disturbance, at least 1.5 levels of below grade parking would be required. Additionally due to the reduced development footprint, the total number of units would be below the allowed density for this zone, and this alternative would not require a density bonus nor include affordable housing. Overall, this Alternative would include 117 residential units and 2,700 square-feet of commercial. The non-native grassland on site would be preserved as open space via a conservation easement.

ES.7.4 Environmentally Superior Alternative

Table ES-2 outlines the comparative impacts between each alternative and the proposed project. The No Project (No Build) Alternative would result in the least environmental impacts and would be the environmentally superior alternative. However, CEQA Guidelines, Section 15126.6(e)(2), states that if the environmentally superior alternative is the "no project" alternative, the EIR also must identify an environmentally superior alternative among the other alternatives. While the No Project alternatives would reduce impacts relative to the project, neither would meet the majority of the basic project objectives. Thus, the environmentally superior alternative is the Reduced Footprint Alternative as it would reduce project impacts while meeting the majority of project objectives. However, it should be noted that the Reduced Footprint Alternative would result in greater impacts to geology and soils, and transportation than the project.

Table ES-2
Comparative Summary of Alternatives Under Consideration and Proposed Project

Alternative	Impacts									
	Biological Resources		*Cultural Resources*	*Geology and Soils*	*Noise*	*Tribal Cultural Resources*	*Transportation*		*Air Quality*	
	BIO-1/ BIO-3: Nesting Birds	*BIO-2/ BIO-4: Raptor Foraging and NNG*	*CUL-1: Archaeological Resources*	*GEO-1: Paleontological Resources*	*NOI-1: Construction Noise*	*TCR-1: Tribal Cultural Resources*	*TRF-1 and TRF-2: Roadway*	*General Plan Policies, Hazards and Intersections*	*AQ-1: TACs Exposure During Construction*	*AQ-2: Operational TACs Exposure*
No Project (No Build)	Less	Less	Less	Less	Less	Less	Less	Less	Less	Less
No Project (Development Per Entitlements)	Less	Less	Less	More	Less	Less	Less	Less	Less	Less
Reduced Footprint	Less	Less	Less	More	Less	Less	Less	More	Less	Same

"Less" = reduced impact relative to the project
"Same" = similar impact relative to the project
"More" = greater impact relative to the project

ES.8 ISSUES TO BE RESOLVED BY LEAD AGENCY

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved. With respect to the proposed project, the key issues to be resolved include decisions by the City, as lead agency, as to the following:

- Whether this environmental document adequately describes the environmental impacts of the proposed project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether there are other mitigation measures or alternatives that should be considered for the proposed project besides those identified in the Draft EIR.

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CHAPTER 1
INTRODUCTION

This chapter of this Environmental Impact Report (EIR) describes the purpose, scope, and legislative authority of the EIR; the intent of the California Environmental Quality Act (CEQA) (California Public Resources Code Section 21000 et seq.); the environmental review process; and other pertinent environmental rules and regulations.

1.1 PURPOSE OF THE EIR

This EIR addresses the potentially significant adverse environmental effects associated with the proposed Alta Oceanside Project (project) under CEQA. The project proposes development of a residential and commercial, mixed-use development on approximately 5.3 acres of land located in the western portion of the City of Oceanside (City). The proposed project would require approval of certain discretionary actions by the City and, therefore, is subject to the environmental review requirements of CEQA. A detailed description of the proposed project is provided in Chapter 3**,** Project Description, of this EIR. The City, as the CEQA lead agency, has prepared this EIR to provide decision makers, the public, trustee agencies, and responsible agencies with information about the potential environmental effects associated with the proposed project.

1.2 INTENDED USE OF THE EIR

This EIR was prepared in accordance with CEQA (California Public Resources Code Section 21000 et seq.), CEQA Guidelines (14 CCR 15000 et seq.), and the City's Environmental Review Procedures.

The EIR is an informational document that will provide the City's decision makers, public agencies, responsible and trustee agencies, and members of the public with information about (1) the potential for significant adverse environmental impacts that would result from the development of the proposed project, (2) feasible or potentially feasible ways to minimize any significant adverse environmental impacts that would result from the development of the proposed project, and (3) a reasonable range of potentially feasible alternatives to the proposed project that would reduce or avoid significant adverse environmental impacts associated with the proposed project (California Public Resources Code Section 21002.1[a]; 14 CCR 15121[a]). Responsible and trustee agencies may use this EIR to fulfill their legal authority to issue permits for the proposed project. The analysis and findings in this EIR reflect the independent judgment of the City.

The City is the lead agency for the EIR and will perform the entitlement processing of the proposed project. As the designated lead agency, the City has assumed responsibility for preparing this EIR, and the analysis and findings in this EIR reflect the City's independent judgment. When deciding whether to approve the proposed project, the City will use the information in this EIR to consider potential impacts to the physical environment associated with the proposed project. Subsequent to

certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR as the basis for their evaluation of environmental effects related to the proposed project that will culminate with the approval or denial of applicable permits.

1.3 SCOPE OF THE EIR

The City determined that a project EIR, as defined by CEQA Guidelines Section 15161, was required for this project. The City made this determination based on the scope and the location of the proposed project. As such, and in accordance with CEQA Guidelines Section 15060(d), the City opted not to prepare a detailed Initial Study and to instead immediately begin preparation of an EIR for the proposed project.

In the absence of an Initial Study, this Draft EIR evaluates all subject areas listed in Appendix G of the CEQA Guidelines, which include the following: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy consumption, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise and vibration, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, wildfire, cumulative impacts, and growth-inducing impacts.

As a "project EIR," this EIR is "focused primarily on the changes in the environment that would result from the development project" (14 CCR 15161). In addition, as a project EIR, this EIR examines all phases of the proposed project, including planning, construction, and operation (14 CCR 15161). Where environmental impacts have been determined to be significant, this EIR recommends mitigation measures directed at reducing or avoiding those significant environmental impacts. A reasonable range of alternatives to the proposed project are identified to evaluate whether there are ways to minimize or avoid significant impacts associated with the proposed project.

1.4 THE EIR AND CEQA ENVIRONMENTAL REVIEW PROCESS

1.4.1 CEQA Overview

CEQA requires the preparation and certification of an EIR for any project that a lead agency determines may have a significant adverse effect on the environment. The following is stated in CEQA Guidelines, Section 15151 (14 CCR 15151):

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among

> experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Accordingly, this EIR has been prepared to identify and disclose the significant environmental effects of the proposed project, identify mitigation measures to minimize significant effects, and consider reasonable project alternatives. The environmental impact analyses in this EIR are based on a variety of sources, including agency consultation, technical studies, and field surveys. The City will consider the information presented in this EIR, along with other factors in considering approval of the proposed project.

1.4.2 Notice of Preparation and Scoping

CEQA establishes mechanisms to inform the public and decision makers about the nature of the proposed project and the extent and types of impacts that the proposed project and alternatives to the proposed project would have on the environment should the proposed project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) dated May 17, 2019, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2019050007) to this EIR.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR. A public scoping meeting was held on June 3, 2019, at 6:00 p.m. at the Civic Center Library (330 North Coast Highway, Oceanside, CA 92054) to gather additional public input. The initial 30-day public scoping period ended on June 17, 2019.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including site access, fire risk and evacuation plans, utility infrastructure and supply, traffic generation and roadway improvements, visual impact, emergency access, growth inducement, and preservation of biological and cultural resources. Public scoping comments regarding the proposed project's potential impact on the environment were evaluated as part of the preparation of this EIR. More specifically, fire risk and evacuation plans are addressed in Sections 5.5(f) and 4.5; utility infrastructure and supply are discussed in Section 5.12; traffic generation and roadway improvements are discussed in Sections 3.2.3 and 4.5; visual impacts are addressed in Section 5.1; emergency access is addressed in Section 4.5; growth inducement is discussed in Chapter 7; and biological and cultural resources are addressed in Sections 4.1 and 4.2. Consistent with CEQA's requirements that an alternative must reduce or

avoid a potentially significant project impact and an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

1.4.3 Draft EIR and Public Review

This Draft EIR was prepared under the direction and supervision of the City. The Draft EIR will be made available to members of the public, responsible agencies, and interested parties for a 45-day public review period in accordance with CEQA Guidelines Section 15105.

Public review of the Draft EIR is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The Notice of Completion of the Draft EIR will be filed with the State Clearinghouse as required by CEQA Guidelines Section 15085. In addition, the Notice of Availability of the Draft EIR will be distributed pursuant to CEQA Guidelines Section 15087. Interested parties may provide comments on the Draft EIR in written form. This EIR and related technical appendices are available for review during the 45-day public review period at the following locations:

City of Oceanside Development Services Department
300 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Civic Center
330 North Coast Highway
Oceanside, California 92054

City of Oceanside Public Library – Mission Branch
3861-B Mission Avenue
Oceanside, California 92508

City of Oceanside website: https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/default.asp

Interested agencies and members of the public may submit written comments on the adequacy of the Draft EIR to the City's Development Services Department at the address above, addressed to Richard Greenbauer, Principal Planner, or emailed at rgreenbauer@oceansideca.org. Comments on the Draft EIR must be received by the close of business on the last day of the 45-day review period unless the City grants an extension.

1.4.4 Final EIR Publication and Certification

Once the 45-day public review period has concluded, the City will review all public comments on the Draft EIR and provide a written response to all written comments pertaining to environmental issues as part of the Final EIR. The Final EIR will include all written comments received during the public review period; responses to comments; and, if applicable, edits and errata made to the Draft EIR. The City will then consider certification of the Final EIR (14 CCR 15090). If the Final EIR is certified, the City may consider the project approval (14 CCR 15092).

When deciding whether to approve the proposed project, the City will use the information provided in the Final EIR to consider potential impacts to the physical environment. The City will also consider all written comments received on the Draft EIR during the 45-day public review period in making its decision to certify the Final EIR as complete and compliant with CEQA and in making its determination whether to approve or deny the proposed project. Environmental considerations, as well as economic and social factors, will be weighed by the City to determine the most appropriate course of action.

Prior to approving the proposed project, the City must make written findings and adopt a Statement of Overriding Considerations with respect to any significant and unavoidable environmental effect identified in the Draft EIR (14 CCR 15091, 15093). If the proposed project is approved, the City will file a Notice of Determination with the State Clearinghouse and San Diego County Clerk within five working days after project approval (14 CCR 15094.)

Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR's evaluation of the proposed project's environmental effects in considering whether to approve or deny applicable permits.

1.4.5 Mitigation Monitoring and Reporting Program

CEQA requires that a lead agency "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (14 CCR 15097, 15091). The final Mitigation Monitoring and Reporting Program will be incorporated into the Final EIR. The City, as the designated lead agency, is responsible for enforcing and verifying that each mitigation measure is implemented as required by the Mitigation Monitoring and Reporting Program.

1.5 ORGANIZATION AND CONTENT OF THE EIR

This EIR is organized as follows:

- **Executive Summary.** This chapter outlines the proposed project and conclusions of the environmental analysis, and provides a summary of the proposed project compared to the alternatives analyzed in the EIR. This chapter also summarizes feasible mitigation measures proposed to reduce or avoid each significant project impact.
- **Chapter 1, Introduction.** This chapter briefly discusses the purposes of the EIR, the applicable environmental review process and procedures, and format and organization of the EIR.
- **Chapter 2, Environmental Setting**. This chapter describes the project location, physical environmental setting, and regulatory setting.
- **Chapter 3, Project Description**. This chapter provides a thorough description of the proposed project, including its location, characteristics, project objectives, and required discretionary actions.
- **Chapter 4, Environmental Impact Analysis.** This chapter discusses the regulatory and environmental setting, and provides an analysis of project's impacts, proposed mitigation measures to reduce or avoid any significant impacts, and conclusions regarding the level of significance after mitigation for each environmental impact issue.
- **Chapter 5, Effects Found Not To Be Significant.** This chapter discusses the reasons in which various possible significant effects of a proposed project were determined not to be significant and were therefore not discussed in detail in the EIR.
- **Chapter 6, Cumulative Effects.** This chapter describes the potential cumulative effects of the project, including those effects described in both Chapter 4 and Chapter 5. Cumulative impact refers to two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.
- **Chapter 7, Other CEQA Considerations.** This chapter addresses the proposed project's potential growth-inducing impacts, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter addresses impacts that have been identified as significant and unavoidable, and provides an analysis of the significant irreversible changes in the environment that would result from the proposed project.
- **Chapter 8, Alternatives.** This chapter analyzes a reasonable range of potentially feasible alternatives to the proposed project that have the potential to reduce or avoid significant impacts associated with the proposed project.

- **Chapter 9, References**. This chapter lists the references and sources cited in each section of the EIR.
- **Chapter 10, List of Preparers**. This chapter provides a list of persons, organizations, and agencies that contributed to the preparation of this EIR.
- **Appendices.** The appendices include various technical studies and correspondence prepared for the proposed project, as listed in the table of contents.

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CHAPTER 2
ENVIRONMENTAL SETTING

As required by Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the Environmental Impact Report (EIR) includes a brief description of the existing physical conditions at the proposed Alta Oceanside Project (project) site and the surrounding vicinity at the time of filing of the Notice of Preparation. Although in some cases current data were not available to represent conditions at the time of filing the Notice of Preparation, the most recent data available are described in this chapter and serve as the CEQA baseline for this EIR. This chapter also provides an overview of the regulatory setting on the project site pursuant to Section 15125(d) of the CEQA Guidelines. Additional details and descriptions of the existing conditions specific to each environmental issue can be found throughout Chapter 4, Environmental Analysis. The environmental conditions discussed in this chapter and throughout the EIR constitute the baseline conditions by which significances of impacts will be determined.

2.1 PROJECT SETTING

2.1.1 Project Location

The 5.3-acre project site is a previously developed and/or disturbed area located in the western portion of the City of Oceanside (City), which is within the northwestern portion of San Diego County (Figure 2-1, Project Location). Interstate 5 and State Route 76 are both approximately 0.1 miles to the east of the project site. The site is located at 939, 1003, 1009, and 1015 North Coast Highway, which is a north/south roadway through the City, with connections to State Route 76 and Interstate 5. The northern portion of the project site includes Costa Pacifica Way (a private street), which currently serves as ingress/egress access for the Seacliff condominiums (Renaissance Terrace) pursuant to an existing easement granted by CH Oceanside (prior owner of the site).

The project site is located on the U.S. Geological Service 7.5-minute Oceanside quadrangle map in Section 22, Township 11 South, Range 5 West (Figure 2-1). The project site is composed of five individual parcels which are identified as: Assessor's Parcel Numbers (APNs) 143-040-20, -22, -23, -26, and -54 (Figure 2-2, Aerial Photograph).

2.1.2 Site Background

The project site has a history of commercial uses and development. The building at 939 North Coast Highway began as a café and soon transitioned to cocktail lounge and then nightclub with live entertainment in the 1950s. The commercial entertainment use has remained to this day and the current operation is an establishment known as the Main Attraction. The building at 1003 North Coast Highway has a history of service station uses. The 1009 North Coast Highway building has been an auto dealership, body shop, cabinet shop, and various other service and sales

establishments. The 1015 North Coast Highway building was also a service station for a time. The western area of the site was developed in the past. Aerial photography from 1953 shows a roadway, structure, and parking on the property. However this area has been largely vacant since 1974. Refer to Section 4.2, Cultural Resources, of this EIR for more historical information. See Figure 2-2, Aerial Photograph.

CH Oceanside LLC (CH Oceanside) previously owned APN 143-040-23 (part of the project site), APN 143-040-54 (part of the project site), and APN 143-260-02 (not a part of the project site). In 2005, CH Oceanside sold Renaissance Terrace Final Map No. 15410, APN 143-260-02 (also known as Seacliff condominiums), entitled for 96 residential units, to Continental Residential Inc. (Continental). CH Oceanside retained ownership of APN 143-040-23 and APN 143-040-54 with the intent of future assemblage and development of the parcels on the upper mesa. To provide for access to Seacliff condominiums, an Agreement and Reciprocal Grant of Easements was recorded on December 15, 2005 (Document #2005-1077596). Pursuant to this agreement, CH Oceanside granted to the Seacliff condominium property non-exclusive easements on, over, and across the areas now known as Costa Pacifica Way for road and utility purposes, a public bicycle access, a 5-foot-wide easement for public pedestrian access, and an easement for landscaping purposes over areas adjacent to Costa Pacifica Way. CH Oceanside reserved the right to reduce the Continental easement area for the landscaping easement to connect to any utility facilities within the easement area and to connect street, driveways, and other improvements to any streets and other improvements. CH Oceanside also reserved non-exclusive easement on, over, and across the Seacliff condominium property for utilities and drainage, including the right to drain into the detention basin. Costa Pacifica Way is a part of the project site and is owned by the applicant.

Separate from the Seacliff condominiums, the northwestern portion of the project site was previously entitled for the Seacliff project. The Seacliff project was approved by the City for the development of a 52-unit condominium and 1,028 square feet of ground floor commercial space. The approvals included a Tentative Map, Development Plan, Conditional Use Permits, Variance, and Regular Coastal Permit. A Final EIR was prepared and certified for the project on October 15, 2014. Time extensions have been granted for those approvals, with the most recent 1-year extension approved on June 19, 2019.

Development of the project site as assembled currently has been contemplated since 1999, but an agreement to assemble the parcels of the project site was only recently reached. The project site includes five separate parcels that are proposed to be consolidated via a Tentative Map as part of the proposed project. Access to the project site is available via Costa Pacifica Way and North Coast Highway.

2.1.3 Existing Land Uses

On-Site Land Uses

The project site is a mix of previously disturbed vacant lots and buildings, commercial uses, and storage buildings, as shown in Figure 2-2, Aerial Photograph. Figures 2-3, Existing Land Uses, and 2-4, Site Photos, illustrates the existing on-site uses as well. The existing commercial uses are located along North Coast Highway on the eastern portion of the site, with access provided via five curb cut driveways provided directly onto North Coast Highway. The single-story buildings located on site include The Main Attraction adult entertainment venue, vacant commercial structures, and storage warehouses. These existing structures are not visually cohesive and are of differing styles. The Main Attraction structure is white stucco with a black vinyl umbrella awning around the front of the structure, and purple accent paint along the side of the structure. The vacant commercial structure is non-descript tan and olive green stucco with accents and white framed windows (Figure 2-4). The storage structures are single story, dilapidated, block buildings with roll-up doors and either rusted metal or shingle pitched roofs. Storage yards with fenced perimeter accompany the buildings. Fencing along the site varies, and includes a concrete masonry unit wall, wood fencing, chain link fencing, white horizontal bar fencing, black horizontal bar fencing, black chain link, and chain link fencing with privacy slating. Manicured landscaping is provided along The Main Attraction frontage and along Costa Pacifica Way. The western area of the site consist of previously developed, now vacant, land that is regularly mowed and the remnants of a gravel access road. Costa Pacifica Way, a private street, is located along the northern portion of the property. Overall, the site development varies in styles and does not have a unified architectural or aesthetic theme.

Surrounding Land Uses

Uses in the vicinity of the project site include a mix of residential, hotel, and commercial uses, as shown in Figure 2-3. To the north of the project site is an existing hotel use (Rodeway Inn) consisting of two one-story buildings and one three-story building and associated surface parking. To the west and southwest of project site is a mobile home community (MiraMar) with single-story structures and a network of asphalt roads. The northwest corner of the project site abuts the existing Seacliff condominiums development consisting of two five-story, multi-family buildings with internal parking structures. To the south of the project site are existing hotel uses (La Quinta Inn and Motel 6) and associated surface parking. Currently the site shares a driveway curbcut with the La Quinta Inn, but the driveway is separated by a concrete masonry wall located on the property line. A portion of the San Luis Rey River corridor and associated trail is located beyond the northwestern most corner of the site that is located northwest of Costa Pacifica Way. The San Luis Rey River corridor includes a native habitat conservation area and a two-way asphalt bicycle path. Located east across from the site on North Coast Highway are existing commercial and public uses; In-n-Out Burger; and California Welcome Center, Oceanside.

2.1.4 Existing Zoning Designations

The project site, as well as several properties north and south of the project site, are currently zoned Downtown District (D) with the Subdistrict 7-B, which is designed to provide for a mix of uses including recreational and commercial uses located near recreational and residential areas. Residential uses are allowed by right as part of a mixed-use project (Figure 2-5, Zoning Designations).

The City Zoning Ordinance Article 12 outlines the requirements of the (D) Downtown District; Subdistrict 7(B). As presented in Section 1210 of the Zoning Ordinance, the specific purposes of the Downtown District are as follows:

- To promote the long-term viability of and rejuvenation of the Redevelopment Project Area and to protect and enhance primarily boating and water-dependent activities; and secondarily other public-oriented recreation uses in the Oceanside Small Craft Harbor.
- Maintain and enhance an appropriate mix of uses.
- Provide land-use controls and development criteria consistent with the General Plan, the Redevelopment Plan, and the Local Coastal Program.
- The specific purpose of Subdistrict 7(B) is: To provide for a mix of recreational and commercial uses conveniently located near recreational and residential areas. Residential uses are allowed as part of a mixed-use project.

Other zoning designations in the area immediately surrounding the project site include Downtown District (D) Subdistricts 6(A) and 7(A), which are described as:

- Subdistrict 6(A): To provide sites for highway business and tourist/visitor uses related to the harbor and the Interstate 5 freeway, primarily oriented to visitor-serving commercial establishments.
- Subdistrict 7(A): To provide sites for a high-density residential environment in an urban setting in close proximity to shopping, employment, transportation and recreational facilities.

2.1.5 Existing General Plan Land Use Designations

The project site and the immediately surrounding areas has a General Plan land use designation of Downtown (formerly Redevelopment Project Area) and is located within the Coastal Zone. The project site is within a Special Management Area - Redevelopment Project Area (as defined by Figure LU-9 of the City's General Plan). The stated objective of the Redevelopment Project Area is to promote the long-term viability and rejuvenation of the redevelopment area consistent with the overall policies and improvements of the City. The objective of the Coastal Zone is to provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.

2.2 REGIONAL SETTING

2.2.1 Climate

The local climate within the project area is characterized as semi-arid with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 67.6°F, with highs reaching 73.6°F on average during the months of July through September. The average wintertime low temperature is approximately 52.9°F, reaching as low as 44.2°F on average during November through March. Average precipitation in the local area is approximately 10.54 inches per year, with the bulk of precipitation falling November through March (WRCC 2016).

2.2.2 Air Basin

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is one of 15 air basins that geographically divide California. The SDAB lies in the southwest corner of California, comprises the entire San Diego region, and covers approximately 4,260 square miles.

The climate of the San Diego region, as in most of Southern California, is influenced by the strength and position of the semi-permanent high-pressure system over the Pacific Ocean, known as the Pacific High. This high-pressure ridge over the West Coast often creates a pattern of late-night and early-morning low clouds, hazy afternoon sunshine, daytime onshore breezes, and little temperature variation year-round. The SDAB is characterized as a Mediterranean climate with dry, warm summers and mild, occasionally wet winters. Average temperature ranges (in degrees Fahrenheit (°F)) from the mid-40s to the high 90s, with an average of 201 days warmer than 70°F. The SDAB experiences 9 to 13 inches of rainfall annually, with most of the region's precipitation falling from November through March, with infrequent (approximately 10%) precipitation during the summer. El Niño and La Niña patterns have large effects on the annual rainfall received in San Diego, where San Diego receives less than normal rainfall during La Niña years.

Air quality standards have been set pursuant to the federal and state Clean Air Acts, which are referred to as the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The favorable climate of San Diego also works to create air pollution problems. The SDAB has been determined to be in non-attainment of the federal and state O_3 air quality standards. In the fall months, the SDAB is often impacted by Santa Ana winds, which can transport air pollution from the South Coast Air Basin and increase O_3 concentrations in the San Diego area. Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County that also raises the O_3 concentrations within the SDAB. Due to this condition and the associated Clean Air Act requirements, Regional Air Quality Strategy have been developed to address reducing O_3 in the SDAB (see Section 2.3.6).

Refer to Section 4.7, Air Quality, for additional information regarding air quality in the SDAB.

2.2.3 Soils

Soils in the project site are entirely Tujunga sand, 0% to 5% slopes (USDA 2018). Tujunga sand consists of alluvium derived from granite that occur within floodplains. Generally soils consist of 0 to 14 inches of sand and 14 to 34 inches of loamy, fine sand. The Tujunga soils onsite have 3% hydric components (USDA 2018). Refer to Section 4.3, Geology and Soils, for additional information.

2.2.4 Terrain

The topography of the project site is generally flat within the area that has been developed and is proposed for development, with a slight slope toward the southeast end of the project site. The northern portion of the site encompassing Costa Pacifica Way slopes steeply to the west to provide access to the Seacliff condominiums. Elevations range from approximately 31 feet above mean sea level in the northwestern corner of the project site, to approximately 61 feet above mean sea level on the eastern edge of the project site.

2.2.5 Watersheds and Hydrology

The project site is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Sub-Area (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). The major surface waterbody in the vicinity of the Alta Oceanside project is the San Luis Rey River, which flows east to west. The portion of the San Luis Rey River northeast of the project site flows approximately 0.5 miles until its confluence with the Pacific Ocean. Within this Hydrologic Sub-Area, downstream impaired 303(d) listed water bodies include the Pacific Ocean Shoreline and San Luis Rey River Mouth. The technical analysis identifies potential groundwater at a depth greater than 20 feet below the ground surface. Refer to Section 5.6, Hydrology and Water Quality, for additional details.

2.2.6 Vegetation and Habitats

The following three plant communities or land cover types were identified within the project site: disturbed land, urban/developed, and non-native grassland: broadleaf-dominated. Disturbed lands are areas that have been physically disturbed and are no longer recognizable as native or naturalized vegetation associations. Urban/developed land is a land cover type which includes areas where vegetation growth is prevented by an existing structure or material, such as a building or road, and includes ornamental vegetation associated with structures. Non-native grassland: broadleaf-dominated is a subset of non-native grassland that includes more than 50% of non-native broadleaf species. As is this case with respect to the project site, this community often develops as a result of disturbance. These vegetation communities and land cover types are described in more detail in Section 4.1, Biological Resources.

2.2.7 Utilities

Potable water is currently provided by the City's Water Utilities Department. The project site is situated in the western portion of the City in an area served by the Talone 320 Pressure Zone. The nearest existing 320 Pressure Zone public water lines in the vicinity of the project site are a 12-inch-diameter water line in North Coast Highway and an 8-inch-diameter water line in Costa Pacifica Way. The water supply to this area comes mainly from three reservoirs and several pressure reducing valves in the Talone 320 Pressure Zone. The three reservoirs are the 5-million-gallon Wire Mountain Reservoir, the 3-million-gallon Fire Mountain Reservoir, and the 3-million-gallon John Paul Steiger Reservoir. These reservoirs provide gravity service to the Talone 320 Pressure Zone.

The existing public sewer system in the vicinity of the project consists of two 8-inch-diameter sewer lines in North Coast Highway along the property frontage: the West Sewer and the East Sewer. Both sewer lines convey flow south to Neptune Way where they join at a common manhole and continue west in a single sewer to Cleveland Street. Several sections of the West Sewer and the sewer line in Neptune Way were upsized to 12-inch-diameter with development of the Seacliff and Harbor View projects.

Refer to Section 5.12, Utilities and Services Systems, for additional discussion about sewer and water utilities.

Currently the majority of site runoff surface flows through the MiraMar mobile home park and to Costa Pacifica Way. Costa Pacifica Way has a storm drain system with a series of inlets located along the roadway that collect runoff into an 18-inch-diameter storm drain. An inlet to this system is also located at the top of the slope in the northwestern area of the site. Refer to Section 5.6, Hydrology and Water Quality, for additional details.

2.3 APPLICABLE PLANNING DOCUMENTS

The following describes a select portion of local and regional planning documents applicable to the proposed project. Per CEQA Guidelines Section 15125, Environmental Setting, the environmental setting chapter of an EIR shall discuss any inconsistencies between the project and applicable general plans, specific plans, and regional plans. Below is a summary of such regional and local plans, as well as a brief disclosure of any inconsistencies. Additional details regarding the consistency with applicable planning documents can be found in each individual environmental issue area section in this EIR, as noted below.

2.3.1 City of Oceanside General Plan

California law requires that each county and city adopt a General Plan "for the physical development of the County or City, and of any land outside its boundaries which . . . bears relation to its planning"

(California Government Code, Section 65300). Each General Plan must be internally consistent, and all discretionary land use plans and projects must also be consistent with the General Plan.

The City's General Plan is the primary source of long range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The City's General Plan is founded on the community's vision for the City and expresses the community's long-range goals. The document was last reformatted in 2002 to rearrange the text and include introductory material. The City's General Plan contains the following 10 elements: Land Use (amended in 1989), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2013–2021 Housing Element adopted in August 2013), Environmental Resource Management (adopted in 1975), Public Safety (adopted 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). Each of the City's General Plan elements contains goals for the future of the City. In addition, the City's General Plan contains a land use map, which depicts the planned land uses for properties within the City. Objectives and policies established for each land use designation are described within the City's General Plan's Land Use Element (City of Oceanside 1989).

The project site is located in the Special Management Area Redevelopment Project Area, which is defined in Figure LU-9 of the Land Use Element (City of Oceanside 1989). The Land Use Element identifies policies to ensure that development is compatible with its recreational and scenic areas. The project would be consistent with the General Plan, as discussed further in in Section 5.7, Land Use and Planning.

The project site is also located in the Coastal Zone Local Coastal Program Boundary as shown in Figure LU-3 of the Land Use Element.

2.3.2 Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan

The project site is located within the North County Multiple Habitat Conservation Program (MHCP) area. The North County MHCP is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County (SANDAG 2003). The North County MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP area—that will be permitted and implemented separately from one another. The Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) has been prepared, and although the Oceanside Subarea Plan has not been approved or permitted, it is used as a guidance document for projects in the City (City of Oceanside 2010). The project would be consistent with the MHCP. Refer to Section 4.1, Biological Resources, for additional discussion regarding the Oceanside Subarea Plan.

2.3.3 City of Oceanside Local Coastal Program

The project site is located within the City's Local Coastal Program (LCP), which is intended to fulfill the requirements set forth in the California Coastal Act of 1976 (City of Oceanside 1985). The City has permit authority under the LCP, and the project site is not within the appeal jurisdiction of the Coastal Commission. The LCP requires that development not interfere with the public right of access to and along the shoreline. The City has adopted design standards for access ways including construction, signage, and maintenance. The LCP also sets forth buffer zones for sensitive habitats. The project would be consistent with the Local Coastal Program. Additional discussion of the LCP is included in Section 5.7, Land Use and Planning.

2.3.4 Coast Highway Vision and Strategic Plan

The project site is located within the Coast Highway Vision and Strategic Plan area. The Coast Highway Vision and Strategic Plan is an advisory document developed by the City for development intended to revitalize and enhance the Coast Highway Corridor (City of Oceanside 2009). The plan's objectives are to promote the Oceanside identity, promote smart growth, encourage regulatory flexibility, promote high quality design, and the preservation of historical resources. This draft plan includes three components; a map, the implementation strategy and design guidelines. The plan envisions the Coast Highway corridor being developed into a pedestrian and transit-oriented area with a mix of commercial, residential, and visitor-serving uses. The Coast Highway Vision and Strategic Plan specifically identifies a series of Nodes and Avenues, where the Nodes provide a mix of residential and local retail uses with a pedestrian and transit focus, and the Avenue segments including a center median, multi-family developments and auto-oriented uses. The project site is located in the Las Ramblas North 'O' Node area, which is identified as a mixed-use area and a redevelopment area. As the project would develop the site with a mixed-use commercial and residential project, it is considered consistent with this vision.

2.3.5 Coast Highway Corridor Study

The Coast Highway Corridor Study is a City effort intended to implement the street enhancements and changes proposed in the above-mentioned Coast Highway Vision and Strategic Plan. The Coast Highway Corridor Study addresses a 3.5-mile segment of Coast Highway within the City located between Harbor Drive and Eaton Street. The goals of this plan are as follows (City of Oceanside 2019):

1. Improving pedestrian and bicycle infrastructure with a focus on safety and comfort
2. Enhancing access to transit
3. Modifying the roadway with improvements such as roundabouts to improve traffic flow
4. Improving parking access to businesses along the corridor

5. Encouraging economic development through improvements in mobility and the public streetscape

The project site is located within the proposed Segment 1: Harbor Drive to State Route 76 study area in the northern area of this plan. This segment of North Coast Highway is shown to be reduced to one lane in each direction with a center turn-lane, striped bicycle lane, and parking only allowed on the western side of the roadway. A mid-block Continental crosswalk is designated across North Coast Highway at Costa Pacifica Way and a two-lane roundabout is included at the intersection of North Coast Highway and State Route 76. The project would provide the proposed Continental crosswalk as well a median to support the flow of traffic along North Coast Highway consistent with this plan, as discussed in Chapter 3 as well as Chapter 5.

2.3.6 Regional Plans

In addition to the above City planning documents, the following regional plans are also applicable to the proposed project.

San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) is the regional planning agency for the County of San Diego (County), and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional issues, SANDAG prepared San Diego Forward: The Regional Plan (Regional Plan) for the San Diego region (SANDAG 2015). The Regional Plan combines the big-picture vision for how the region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy, is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050. The proposed project would be consistent with this plan, as it would include multi-modal improvements and provide for infill development. For additional information regarding the Regional Plan, refer to Sections 4.5, Transportation, 4.7, Air Quality; 5.4, Greenhouse Gas Emissions; and 5.7, Land Use and Planning.

Regional Air Quality Plan

The SDAPCD and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin. The Regional Air Quality Strategy (RAQS) for the San Diego Air Basin was initially adopted in 1991 and is updated on a triennial basis, most recently in 2016 (SDAPCD 2016). As discussed under Section 2.2.2 above, the SDAB is in non-attainment for O_3. The RAQS outlines SDAPCD's plans and control

measures designed to attain the state air quality standards for O_3. The RAQS relies on information from the California Air Resources Control Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of the General Plans (SANDAG 2017a, 2017b). The project would be consistent with the RAQS considering the project complies with the General Plan and Zoning for the site. For additional information regarding air quality plans, refer to Section 4.7.

Water Quality Plans

San Luis Rey Watershed Water Quality Improvement Plan

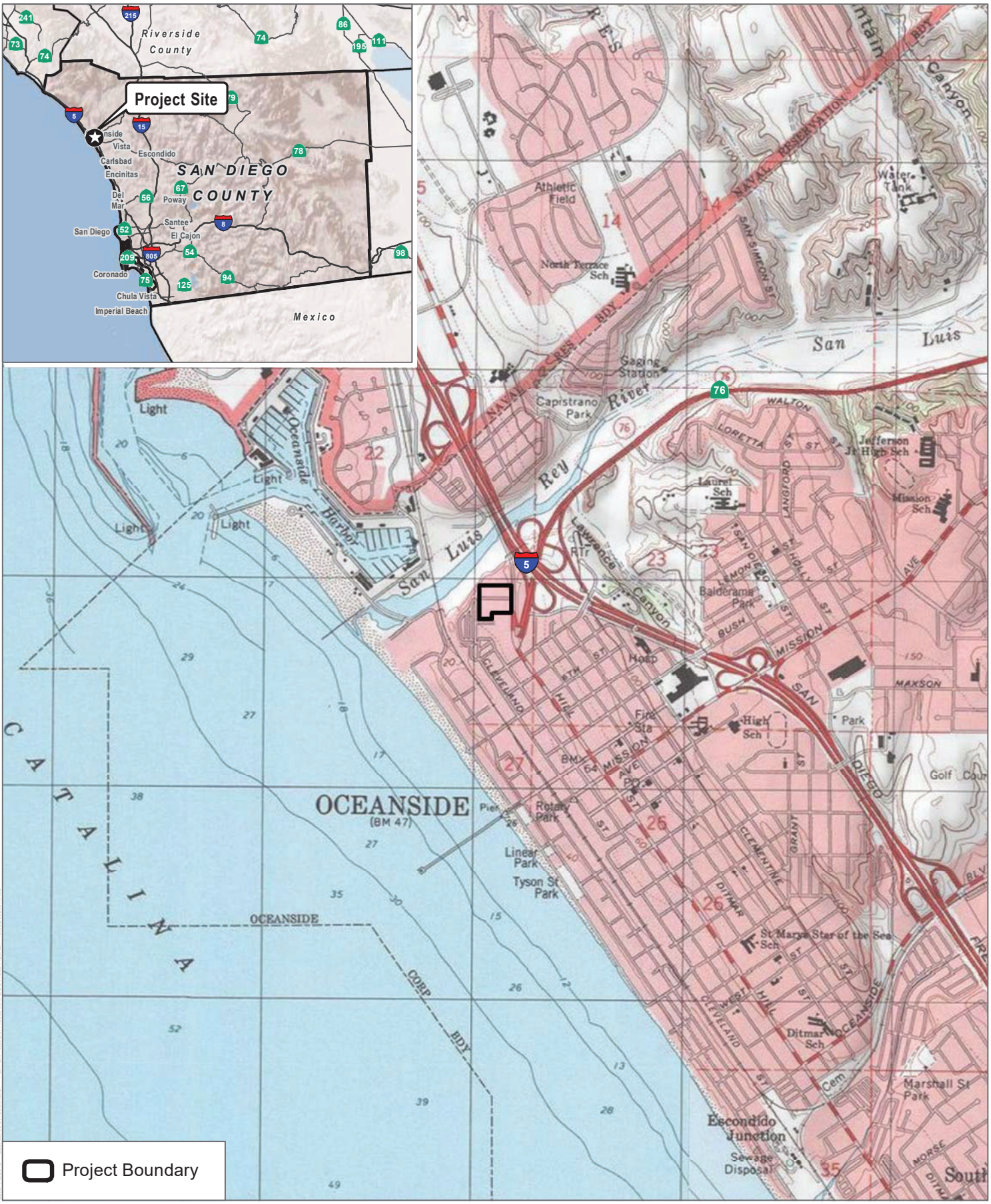
On May 8, 2013, the Regional Water Quality Control Board (RWQCB) approved a regional municipal separate storm sewer system (MS4) permit that is applicable to local jurisdictions within San Diego, southern Orange, and southwestern Riverside Counties (Order No. R9-2013-0001). The region-wide National Pollutant Discharge Elimination System (NPDES) Permit (Regional MS4 Permit) sets the framework for municipalities, such as the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of Water Quality Improvement Plans (WQIPs) that will allow the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of best management practices (BMPs) in each watershed.

The City lies within the San Luis Rey Watershed Management Area and is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was accepted by the RWQCB on February 12, 2016, and finalized in March 2016 (City of Oceanside et al. 2016). The WQIP includes strategies to improve water quality in receiving waterbodies. The project would comply with these strategies, and would be consistent with this plan. For additional information water quality, refer to Section 5.7.

Oceanside Municipal Airport Land Use Compatibility Plan

The County's Regional Airport Authority develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration (FAA) approved Airport Layout Plan. The project site is not located within the noise or safety zones designated by this ALUCP, but is within the Airport Overflight Notification Area. The

project would comply with this notification requirement, and would be consistent with this plan. For additional information regarding the ALUCP, refer to Section 4.4, Noise, and Section 5.5, Hazards and Hazardous Materials.



SOURCE: USGS 7.5-Minute Series Oceanside Quadrangle

DUDEK

0 1,000 2,000 Feet

FIGURE 2-1

Project Location

Alta Oceanside Project

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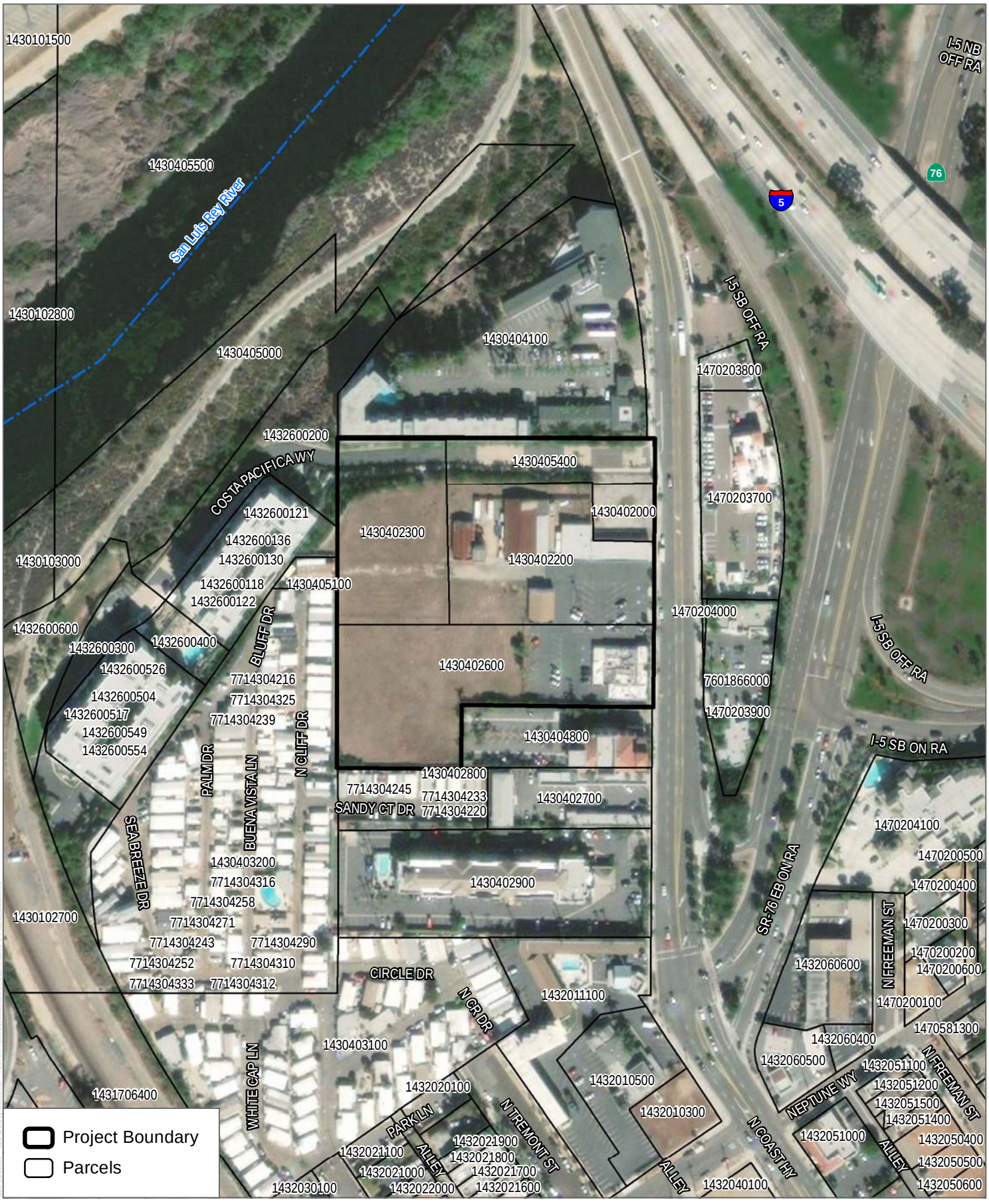

SOURCE: ESRI 2018, NHD 2018

DUDEK

0 100 200 Feet

FIGURE 2-2

Aerial Photograph

Alta Oceanside Project

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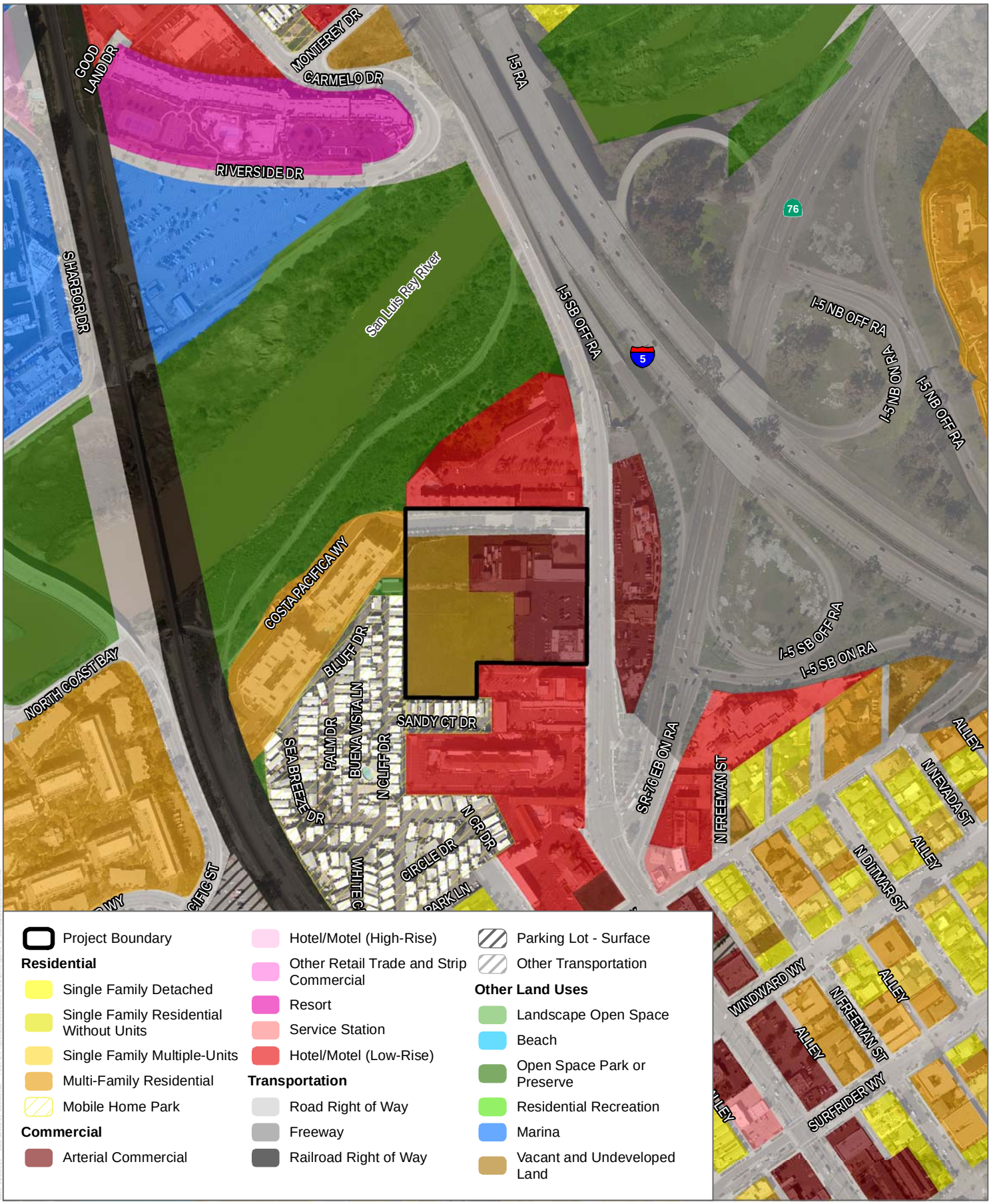

SOURCE: SANDAG 2017, City of Oceanside 2012

DUDEK

0 175 350 Feet

FIGURE 2-3

Existing Land Uses

Alta Oceanside Project

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939 North Coast Highway

1009 North Coast Highway

1009 North Coast Highway

SOURCE: Kristi S. Hawthorne, 2019

DUDEK

FIGURE 2-4

Site Photos

Alta Oceanside Project

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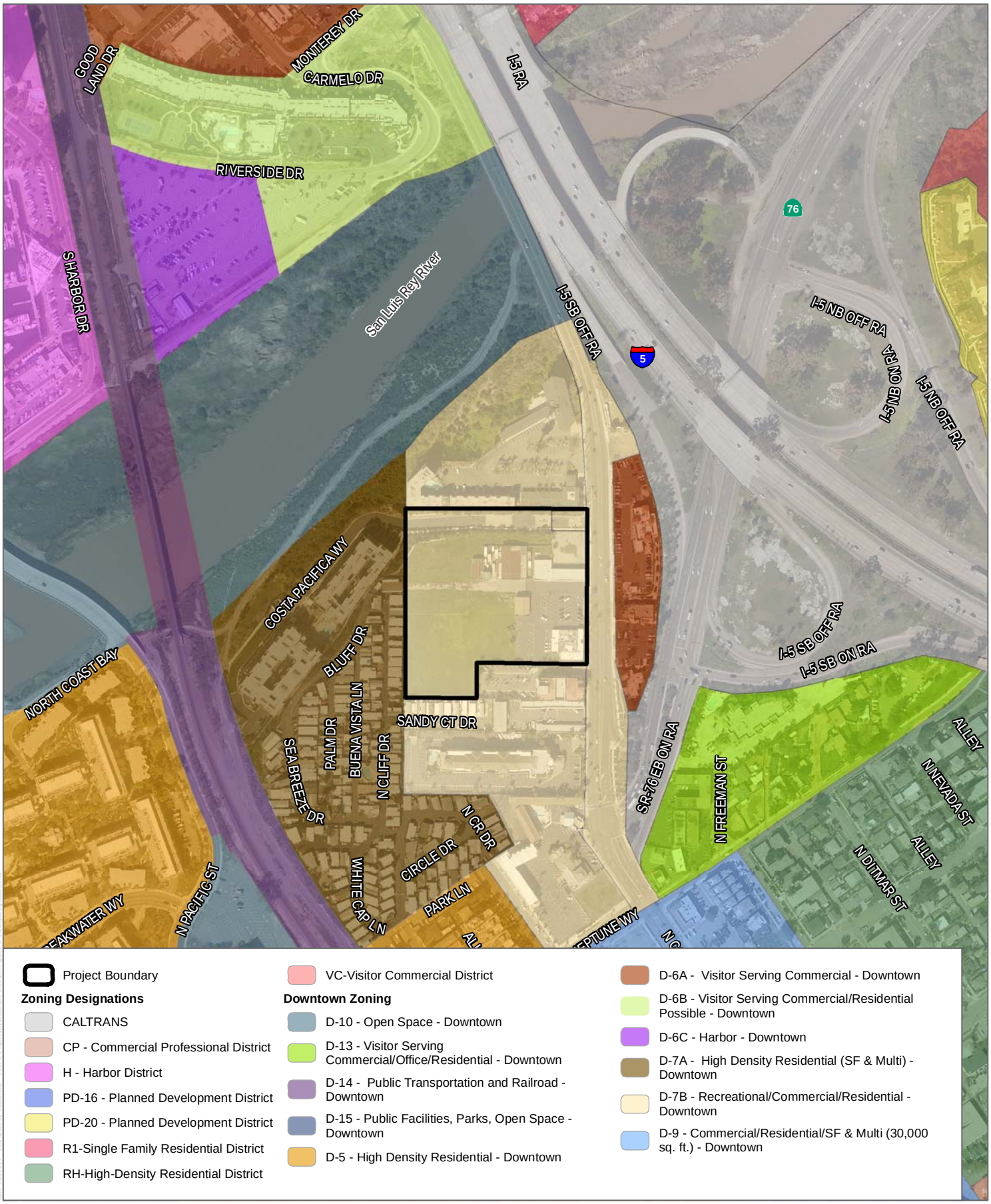

SOURCE: SANDAG 2017, City of Oceanside 2012

DUDEK

0 175 350 Feet

FIGURE 2-5

Zoning Designations

Alta Oceanside Project

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CHAPTER 3
PROJECT DESCRIPTION

As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this section describes the Alta Oceanside Project (proposed project). This chapter includes a statement of the project objectives, a general description of the proposed project's technical, economic, and environmental characteristics, and a summary of the discretionary actions required to approve the proposed project.

3.1 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives that "include the underlying purpose of the project and may discuss the project benefits." The following objectives have been identified for the project:

1. Provide a mixed-use development that contributes to the revitalization of Downtown Oceanside pursuant to the City of Oceanside (City) General Plan Special Management Area Redevelopment Project Area, and the Coast Highway Vision and Strategic Plan Redevelopment Area.
2. Provide frontage improvements consistent with the current draft Coast Highway Corridor Study and General Plan Circulation Element.
3. Develop a project with market rate housing that at least meets the General Plan authorized density of 43 dwelling units/acre to help satisfy the City's current and future demand for housing, as outlined in the General Plan Housing Element and the City's Regional Housing Needs Assessment allocation.
4. Implement State density bonus law and the City's General Plan Housing Element by providing housing for a mix of income levels, including at least 10% of the project's base dwelling units for very low income households on the project site.
5. Increase the intensity of development sufficiently to feasibly provide amenities and services that add value and contribute to a higher quality of life for residents, such as wellness/fitness areas, common recreational spaces, access to co-work space, and proximity to multi-modal transportation options (transit, pedestrian, and bicycle connections) and coastal recreation areas.
6. Conserve natural resources and promote efficient use of land by developing a previously disturbed, in-fill property with a mixed-use development that incorporates energy efficient and sustainability features into the project's design in an area currently served by existing utility infrastructure.

7. Provide pedestrian oriented building design and site layout elements along North Coast Highway by screening parking areas from public view, providing pedestrian features such as plazas and providing visual relief features to break up building massing.
8. Provide commercial space suitable for both visitor-serving and resident-serving commercial uses near residential and recreational areas.
9. Provide commercial uses and other project features that front on North Coast Highway to activate the streetscape and pedestrian corridor in accordance with the Coast Highway Vision and Strategic Plan.

3.2 Project Overview and Major Components

The project proposes a mixed-use residential and commercial development on a 5.3-acre site located in the Downtown District of the City of Oceanside, California. The proposed project would include 309 multifamily dwelling units (of which, 26 would be designated for very low income households) and approximately 5,422 square feet of commercial uses, as well as associated amenities (Figure 3-1, Site Plan). The proposed uses would be included in one building that wraps around a parking structure. The project also includes supporting infrastructure improvements.

3.2.1 Land Uses

The proposed mixed-use project includes residential and commercial uses within a 5-story building. The project also includes supporting amenities, including recreation, and open space and landscaping. In accordance with the City's zoning regulations, the property development regulations for this project are established through the Mixed-Use Development Plan as part of the Development Plan application (City of Oceanside n.d.). The Mixed-Use Development Plan standards proposed for the project use the City's Base Downtown District Regulations for Residential and Nonresidential land uses as a guideline, as modified in accordance with Density Bonus law. As the project proposes 26 very low income units, the Density Bonus Law requires the City to grant two incentives/concessions and unlimited waivers. The project is requesting one incentive to eliminate the daylight plane setback above 12 feet, and one to reduce parking space dimension at a vertical obstruction from 1 to 0.5 foot.

3.2.1.1 Residential

The project proposes 309 units, including 182 one-bedroom, 114 two-bedroom, and 13 three-bedroom units. The project is a Density Bonus project, and 26 of the proposed units would be affordable (very-low-income) units. The units would range in size from approximately 600 to 1,350 square-feet, and each unit would have an exterior balcony or patio. Given the site's 5.3 acres and the permitted base density of 43 units per acre, the project would have a residential density of 58.2 units per acre, including the 35% bonus provided in accordance with State Density Bonus law. This is further described in Section 3.3, Discretionary Actions and Approvals, below.

3.2.1.2 Commercial

The project also includes approximately 5,422 square-feet of commercial retail space on the street level fronting on North Coast Highway. The space would be suitable for restaurant, retail or visitor uses, and would have access to both North Coast Highway and the proposed public plaza serving as the entry to the building.

3.2.1.3 Recreational Amenities and Open Space

The project proposes a variety of recreational and convenience amenities for the residents. The outdoor courtyards provide three different types of recreation; active, passive, and fitness (Figure 3-1). There would be an approximately 2,300-square foot fitness center connecting to the fitness courtyard. The western courtyard would have a lap pool surrounding by lounge space. A pass-through club area would separate the western and central courtyards with a catering kitchen, seating area, and a special event space. The central courtyard would include barbeques, dining, and lounging areas. Outdoor speakers for music during the day would be provided in the courtyards. A library amenity provides conference room and co-working space. There would also be a fifth-floor view deck between the central and fitness courtyards providing residents another recreational open space amenity, as described further below. The amenity spaces may hold events for residents during the daytime hours (7 am to 10 pm), in accordance with the City noise standards.

Approximately 30% of the project site is planned as open space. A total of approximately 42,900 square-feet of common open space is proposed, which consists of courtyards, roof deck, and non-street side yards. Each unit would have private balconies or patio open space, which would provide approximately 22,800 square-feet of open space. Overall, a total of 65,700 square feet of open space would be provided. This equates to 213 square-feet of open space per unit, where 200 square-feet of open space per unit is required.

3.2.1.4 Landscaping and Walls

The landscape concept (Figure 3-2, Landscape Plan) is designed to provide distinct visual character and to enhance the project. Approximately 30% of the project site would be landscaped. An improved streetscape with wide sidewalks and street tree plantings provides a welcoming frontage to the project and meets the goals of the Coast Highway Corridor Study (City of Oceanside 2019). The public entry plaza off of North Coast Highway would include landscaping with the intention of creating a pedestrian-oriented area. Plantings in the courtyards complement and enhance the architectural style. Water conserving landscaping and efficient irrigation design would be utilized, along with consideration of aesthetic and functional requirements for the site. All selected plant materials are California Invasive Plant Council (Cal-IPC) non-invasive.

The project would include fencing and privacy hedges along the perimeter of the site in order to control access and provide visual screening. Masonry walls with vinyl fencing would be located on the shared

boundary with the MiraMar mobile home community to the south and west of the property. Approximately 700 feet of retaining walls with varying height would be necessary along both the north and south edges of the property due to changes in topography, and to maintain American with Disabilities Act access. Masonry walls with vinyl fencing as well as a privacy hedge would be placed along the western and a portion of the southern and eastern edges of the property. The solid fencing will provide for initial privacy along the property boundary, and the hedge species were selected so that the hedge would be maintained at a target height of 12-feet tall to provide additional landscape screening above the wall. Decorative tube steel fencing would enclose the pool for safety purposes, and burnished block walls would mark the terminus of each courtyard.

3.2.2 Architectural Design

The project would have an architectural style described as "California Coastal" with clean lines, an animated façade, and variation of materials (Figure 3-3, Project Rendering). Treatments include light, warm, neutral colors. Elevations would be accented with vertical board and batten in a contrasting color, and stone veneers and metal canopies to highlight the commercial area. Proposed building material finishes include plaster walls, cement board siding, stone veneer and balcony guardrails, with varied window orientations for visual interest and articulation. Rooftop mechanical equipment would be concealed from exterior views by parapet walls. The proposed building roofline and parapet walls would be a maximum of 59 feet above grade, which is less than the 65-foot zoning code height limit. Rooftop access stair towers would be 64.5 feet above grade, and the top of the proposed elevator shafts would be 69.5 feet above grade, which is below the 75-foot height limit allowed for such elevators per Section 3018 of the zoning code. The proposed building would meet the minimum 10-foot side and corner setbacks, the 45-foot setback from the centerline of North Coast Highway, and the 10-foot rear setback set by the zoning code (Section 1232(I)). The project is requesting one incentive to eliminate the daylight plane setback above 12 feet that is applied where adjacent to a residential district boundary. The project design is intended to promote the use of outdoor space and pedestrian usage. Glass façade and exterior balconies promote an indoor/outdoor usage, and the three primary outdoor areas would be southern-facing courtyards. The proposed rooftop deck would have views to the south. A large plaza with steps along North Coast Highway would be open to the public and is designed to encourage pedestrian usage. Additional details and analysis related to architectural design can be found in Section 5.1, Aesthetics.

All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Outdoor lighting would be low emission, shielded and directed away from all property lines. A lighting plan detailing fixture type and specifications would accompany the building permit drawings.

3.2.3 Circulation, Access, and Parking

3.2.3.1 Vehicular Circulation and Access

The project site is along North Coast Highway and located south of State Route 76 interchange with Interstate (I) 5. The northern portion of the project site includes Costa Pacifica Way (a private street) which currently serves as ingress/egress access for the Seacliff condominiums (Figure 3-1).

Costa Pacifica Way would provide the primary vehicular access to the proposed project, including access to the parking structure residential move-in, small commercial loading, and trash truck access. The southern portion of the site would include a 28-foot wide private drive accessible from North Coast Highway for surface parking, drop-off, and emergency vehicle access. This southern driveway would be located adjacent to the property line, and would continue to share a curb cut with the adjacent La Quinta Inn property.

The project proposes improvements to Costa Pacifica Way (Figure 3-4, Underground Utilities and Striping Plan). The project would widen the eastern segment of this roadway in order to add a second approach lane on Costa Pacifica Way, in the form of a dedicated right turn lane, at its intersection with North Coast Highway. Additional widening would be provided along the northern boundary to provide a designated staging area for fire truck use, and existing sidewalks would be modified as necessary to maintain pedestrian connections along this road. The project also includes the installation of a bulb-out, a Continental pedestrian crossing, and flashing beacons at the North Coast Highway/Costa Pacifica Way intersection.

The project proposes improvements to North Coast Highway frontage including right-of-way dedication, expanded sidewalk, and street trees (Figures 3-2 and 3-4). In addition, the project mitigation MM-TRF-1 and MM-TRF-2 median improvements along North Coast Highway in accordance with the Oceanside General Plan Circulation Element requirement (City of Oceanside 2012), as described further in Section 4.5, Transportation. Refer to Figure 3-4, Underground Utility and Striping Plan. These measures include the installation of raised medians on North Coast Highway, between Costa Pacifica Way and the southerly In-N-Out driveway; a dedicated left turn lane at North Coast Highway/Costa Pacifica Way; "Keep Clear" markings noted at North Coast Highway at Costa Pacifica; turn restrictions at the southerly In-N-Out driveway. In addition, the existing striped median/two-way left turn lane on North Coast Highway would be converted to a dedicated northbound left turn lane, and the existing dedicated southbound turn lane into Costa Pacifica Way would be maintained.

A Fire Access Plan has been prepared to address required emergency access to the project site. As shown on Figure 3-5, Fire Access Plan, four proposed hydrants would service the site; one located to the north of Costa Pacifica Way, one located at the corner of Costa Pacifica Way and North Coast Highway, and two located along the southern private drive/fire lane. With the proposed hydrants, all areas of the site would be within 400-foot hydrant spacing. In addition to the required site emergency access, the

southwesterly hydrant and fire lane have been located to enhance fire access to the adjacent mobile home community, which presently has no internal fire hydrants. The hydrant and fire lane are located to facilitate hose pull and firefighter access from the project site into the mobile home community, via two firefighter access gates through the boundary fence that would each have restricted knox locks.

3.2.3.2 Pedestrian Circulation and Access

Pedestrian access is provided by sidewalks on North Coast Highway, Costa Pacifica Way, and the southern private drive. An interior walkway network is also provided, which consists of an approximately five-foot wide concrete walkway along the western and southern edge of the building with connections to internal courtyards and North Coast Highway. There is existing public pedestrian and bicycle access to the San Luis Rey River Trail along Costa Pacifica Way that would remain with the implementation of the project. This existing ADA accessible sidewalk connects from North Coast Highway, is along the south side of Costa Pacifica Way, and has a "switchback" route down to the Seacliff condominium development frontage. The bicycle access easement is within the paved street portion of Costa Pacifica Way. The project would install new signage on Costa Pacifica Way to identify the sidewalk for pedestrian access. The project also proposes a Continental crosswalk from the southwest corner of the Costa Pacifica Way at North Coast Highway intersection across to the east towards In-N-Out (Figure 3-4) in accordance with the proposed Coast Highway Corridor Study (City of Oceanside 2019), as previously mentioned.

3.2.3.3 Bicycle Circulation and Access

The project proposes improvements to bicycle circulation and access. The proposed improvements would include bicycle lane striping on southbound North Coast Highway along the project frontage. The project would also maintain access along Costa Pacifica Way that provides a bicycle connection through to the San Luis Rey River Trail bike path. Onsite, the project proposes bike racks within the public plaza off of North Coast Highway.

3.2.3.4 Public Transit Access

The North County Transit District (NCTD) operates the Oceanside Transportation Center located approximately 3/4 mile from the project site. This major transit center has connections to the following NCTD routes: 101, 302, 303, 313, 318, 392 FLEX, 395 Flex, RTA 202, Coaster, Amtrak, Metrolink, Greyhound and Sprinter. The nearest bus stop is located at North Coast Highway and Surfrider Way, which is about 0.3 miles to the south. Thus, the project is located in close proximity to major public transit services.

3.2.3.5 Parking

The project would provide a total of 528 parking spaces on site. Approximately 166,000 square-foot parking structure would be incorporated within the proposed building, and would include 503 parking spaces. The parking structure would be accessible from a driveway off of Costa Pacifica Way along the north side of the project site. In addition, the site includes a surface parking lot accessible via the southern driveway that would include 25 surface parking spaces. On-street parking is proposed along the property frontage per the proposed Coast Highway Corridor Plan. The project parking would be in accordance with the City's Zoning Code, State Density Bonus law and the City of Oceanside Local Coastal Program. As discussed in Section 3.3, Discretionary Actions and Approvals, the project includes an incentive to reduce the parking space at a vertical obstruction from 1 foot to 0.5 foot.

3.2.4 Public Utilities

Water Facilities

Water service for the commercial uses would be provided via the existing water connection to the main within North Coast Highway. Water service for all other elements of the project, including irrigation, and fire connection to the proposed project would be provided by the City via connections to the existing 8-inch main within Costa Pacifica Way on the northern portion of the project site. Refer to Section 5.12, Utilities and Services Systems, as well as Figure 3-4 for additional information.

Sewer Facilities

There is an existing 8-inch sewer line and a 16-inch force main within North Coast Highway along the project frontage. The project would upgrade an approximately 230-foot segment of the existing 8-inch sewer main in North Coast Highway to a 12-inch sewer main. The segment to be improved is located near the southern driveway, and extends 230 feet south to where the exiting 8-inch line transitions to 12-inch line. On site, the proposed sewer facilities would include a 4-inch connection to the proposed sewer lift station located in the southern parking lot to the proposed upgraded 12-inch sewer main in North Coast Highway. The commercial uses proposed may require a grease interceptor for future restaurant uses, which may either connect to the existing sewer line within North Coast Highway via an existing sewer lateral or that may connect to the on-site sewer system. Refer to Section 5.12, as well as Figure 3-4 for additional information.

Site Drainage

Storm drain systems and connections would be designed to collect on-site runoff and convey it through the project site into existing drainage facilities that outlet into the San Luis Rey River.

Flows from the building roof would be routed to bio-filtration planter boxes located at various locations along the building face. Flows would be conveyed to a proposed storm drain along the western edge of the property and then northwest to an existing storm drain within Costa Pacifica Way.

Flows from the at-grade and courtyard portions of the site would be routed to an underground stormwater storage vault in the southwest corner of the property within the parking lot area and would then outfall into the storm drain along the western edge and connect to the existing storm drain within Costa Pacifica Way. Refer to Section 5.6, Hydrology and Water Quality, as well as Figure 3-4 for additional information.

3.2.5 Project Design Features

The following features have been incorporated into the project design. These project design features would be conditions of approval and/or required in order to comply with applicable regulations.

3.2.5.1 Sustainability

In addition to the project's infill location, the project would include several sustainability design features to reduce potential energy and water usage, promote pedestrian and bicycle travel, and reduce potential greenhouse gas emissions. The proposed sustainability features include:

1. Electric vehicle car charging spaces (2) located on the first floor of the parking structure.
2. Installation of 90% light-emitting diode (LED) lighting or other high-efficiency lightbulbs
3. Energy star or equivalent energy efficient appliances
4. Low-flow water fixtures and appliances
5. Drought-tolerant landscaping and water efficient irrigation system
6. Recycling and composting bins for residential and commercial tenants
7. Recycling of demolition and construction waste as possible, with a goal of 75% diversion from landfills
8. Bicycle parking facilities
9. A mix of commercial and residential uses within an urban area on a previously disturbed site with adjacent public infrastructure and access to public transit

3.2.5.2 Dust Control

The project would include design features related to dust control in compliance with the San Diego Air Pollution Control District Rule 55. Compliance with the following dust control measures would be identified on grading plan approvals:

1. During clearing, grading, earth-moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
2. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas later in the morning, after work is completed for the day, and whenever winds exceed 15 mph during active operations. Watering of active disturbance areas, including active grading areas and unpaved roads, would occur approximately every 2 hours of active operations, approximately three times per work day (at a minimum).
3. Speeds on unpaved roads shall be reduced to less than 15 miles per hour.
4. All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour.
5. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.
6. All trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered and/or a minimum 2 feet of freeboard shall be maintained.

3.2.5.3 Biological Resource Minimization Measures

Section 5.2.8 of the Oceanside Subarea Plan includes minimization measures that would be required to be implemented by the proposed project. These minimization measures, as follows, are required of all project that may impact biological resources within the City:

1. The project applicant shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the Wildlife Agencies. Any riparian/wetland or upland habitat impacts that occur beyond the approved fenced shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion.

2. Impacts from fugitive dust would be avoided and minimized through watering and other appropriate measures.
3. The project applicant shall develop an educational pamphlet (in English and Spanish) for the identification of raptor nests and to guide tree pruning activities in suburban areas during the breeding season. Landscaping companies and tree trimming services that have projects in the City shall be required to use the pamphlet to educate their employees on the recognition of raptor nest trees. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31). Human disturbance shall be restricted around documented nesting habitat during the breeding season based on the following:
4. To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat would occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally or state-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers shall be established: 1) no work within 300 feet of a non-listed nesting migratory bird nest, and 2) no work within 500 feet of a listed bird or raptor nest. However, the City may reduce these buffer widths depending on site-specific conditions (e.g., the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths above, the project applicant would contact the City and Wildlife Agencies to determine the appropriate buffer.
5. A monitoring biologist shall be on site during (a) initial clearing and grubbing of all native habitats and (b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology.
6. The applicant shall ensure that development landscaping adjacent to on- or off-site habitat does not include exotic plant species that may be invasive to native habitats. Exotic plant species not to be used include any species listed on the California Invasive Plant Council's (Cal-IPC) “Invasive Plant Inventory” List. This list includes such species as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish broom.

A copy of the complete list can be obtained from Cal-IPC's web site or other similar sources that may evolve over the life of this plan. In addition, landscaping should not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to the Preserve and water runoff from landscaped areas should be directed away from the biological conservation easement area and contained and/or treated within the development footprint. The applicant shall ensure that development lighting adjacent to all on- or off-site habitat shall be directed away from and/or shielded so as not to illuminate native habitats.

7. If night work is necessary, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded and directed away from natural habitats.
8. The biological monitor should flush wildlife out of habitat areas before they are cleared.
9. The biological monitor shall prepare periodic construction monitoring reports and a post-construction report to document compliance.
10. Any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement shall be first inspected by a qualified pest inspector to ensure it is free of pest species that could invade natural areas, including but not limited to, Argentine ants (*Iridomyrmex humil*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests shall not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the Agencies that these pests already occur in natural areas around the project site. The stock shall be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. The applicant shall ensure that all temporary irrigation would be for the shortest duration possible, and that no permanent irrigation would be used, for landscape or habitat creation/restoration/enhancement.
11. The applicant shall ensure that the following conditions are implemented during project construction:
    a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;
    b. To avoid attracting predators of covered species, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site;
    c. Pets of project personnel shall not be allowed on the project site;
    d. Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the United States or their banks;
    e. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States

within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States, and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans.

Additionally, the following requirements are applicable Oceanside Subarea Habitat Conservation Plan (OSHCP) Grading and Landscaping Requirements for New Developments within the Coastal Zone. The following conservation standards for Coastal Zone development (Section 5.3.5 of the OSHCP) would be applicable to this project (City of Oceanside 2010):

1. Grading activity shall be prohibited during the rainy season: October 1st to April 1st of each year.
2. To reduce erosion, all graded areas shall be landscaped prior to October 1st of each year with either temporary or permanent landscaping materials. Landscaping shall be maintained and replanted if not well established by December 1st following the initial planting.
3. The October 1st grading season deadline may be extended with the approval of the City Engineer subject to implementation of special erosion control measures designed to prohibit discharge of sediments off site during and after the grading operation. Extensions beyond November 15th may be allowed in areas of very low risk of impact to sensitive coastal resources and may be approved either as part of the original coastal development permit or as an amendment to an existing coastal development permit.
4. If any of the responsible resource agencies prohibit grading operations during the summer grading period in order to protect endangered or rare species or sensitive environmental resources, then grading activities may be allowed during the winter by a coastal development permit or permit amendment, provided that appropriate BMPs are incorporated to limit potential adverse impacts from winter grading activities.

3.2.5.4 Lead Paint and Asbestos Abatement

The project would include design features related to asbestos and lead paint abatement in compliance with the San Diego Department of Health. Compliance with the following abatement measures would be identified on demolition permit approvals:

1. A Hazardous Building Materials Survey would be conducted to identify asbestos-containing building materials, lead-based paint, and universal wastes, prior to demolishing the on-site structures. In addition, stockpiled soil, asphalt, and concrete would be disposed and/or recycled of in accordance with local regulations prior to mass grading operations at the Site.

2. Prior to demolition permit issuance by the City of Oceanside (City), an asbestos and lead-based paint abatement work plan would be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan would be reviewed and accepted by the County of San Diego Department of Environmental Health. A California-licensed lead/asbestos abatement contractor would be used for the removal work and proper removal methodology as outlined in CalOSHA Title 8, Section 1529, of the California Code of Regulations, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material would be applied.
3. The asbestos and lead-based paint abatement work plan would include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan would include provisions for construction worker training, worker protection, and preparation of exposure assessments as needed. As part of the work plan, construction contractors would consult federal Occupational Safety and Health Administration (OSHA) Regulations at Title 29, Section 1926.62, of the Code of Federal Regulations and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications would incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Building Division. The measures would be consistent with the abatement work plan prepared for the proposed project and conducted by a California-licensed lead/asbestos abatement contractor.

3.2.5.5 Interior Noise Analysis

Prior to the issuance of building permits, an interior noise analysis shall be conducted by the project applicant for the proposed dwelling units along Costa Pacifica Way and North Coast Highway. Installation of mechanical ventilation systems or air conditioning systems and sound-rated windows shall be required if the interior noise analysis shows that impacts are above the state and City's 45 dBA Ldn interior standard. The interior noise analysis shall substantiate that the resulting interior noise levels will be less than the noise standard.

3.2.5.6 Traffic Control Plan

During the proposed median and roadway improvements, the project would implement a traffic control plan to ensure continued access through the area. This traffic control plan is a standard City requirement and a condition of approval required for projects that involve improvements with within a right-of-way or access easement, and would be subject to approval by the City Traffic Engineer.

3.2.5.7 Coast Highway Corridor Study Improvements

The project includes the installation of a bulb-out, a Continental pedestrian crossing, and flashing beacons at North Coast Highway/Costa Pacifica Way in accordance with the Coast Highway Corridor Study (City of Oceanside 2019).

3.2.5.8 Geotechnical Report Recommendations

The Geotechnical Report (Appendix E) includes project design recommendations pursuant to California Building Code and the City of Oceanside Grading Ordinance. The project would be required to comply with the recommendations of the Geotechnical Report as a condition of approval. These recommendations are specified in Appendix E Section 6.0. In summary, the recommendations pertain to earthwork, surface drainage and erosion, foundations and slab design, retaining wall design, and pavement design.

3.2.6 Construction Phasing and Conceptual Grading

It is anticipated that development of the proposed project would occur over approximately 26 months, with a project opening day estimated in Spring 2023. The anticipated sequence of construction is as follows, with some phases overlapping:

- Demolition (8 weeks)
- Site Preparation (2 weeks)
- Rough Grading (4 weeks)
- Utility Trenching (20 weeks)
- Building Construction and Architectural Coating (100 weeks)
- Paving (16 weeks)

The proposed grading is illustrated in Figure 3-6, Grading Plan. Approximately 4.4 acres of the site would be graded, which is about 80%. Approximately 7,000 cubic yards of fill would be imported, as the project would include about 2,000 cubic yards of cut and 9,000 cubic yards of fill. Construction is proposed to occur Monday to Saturday, between 7:00 a.m. and 6:00 p.m., and the project would include a permit for Saturday construction consistent with the City Engineering Manual (City of Oceanside 2017).

3.3 Discretionary Actions and Approvals

Consistent with the City's General Plan, Local Coastal Program, and Zoning Ordinance, the proposed project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Tentative Map, Mixed-Use Development Plan, Regular Coastal Permit, and a Request for Density Bonus. As the project proposes 26 very low income units, Density Bonus Law requires the City to grant two incentives/concessions and unlimited waivers. The project is requesting one incentive to eliminate the daylight plane setback above 12 feet, and one to reduce parking space dimension at a vertical obstruction from 1 to 0.5 foot.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies can use this EIR and supporting documentation in their decision-making process to issue additional approvals..

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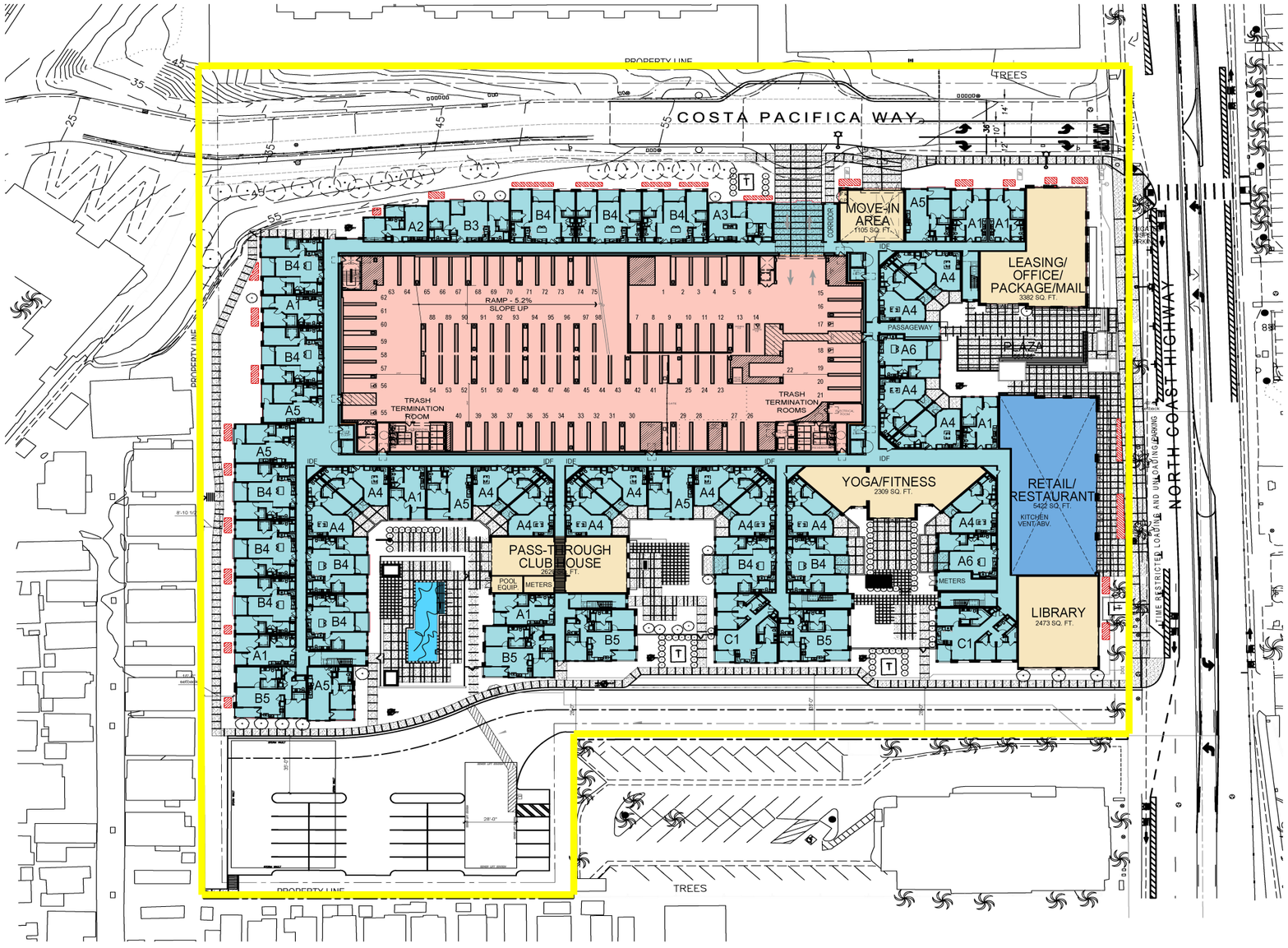

LEGEND

- LEASING / AMENITY
- PARKING STRUCTURE
- RESIDENTIAL
- RETAIL

SOURCE: Architects Orange 2019

FIGURE 3-1

Site Plan

Alta Oceanside Project

DUDEK

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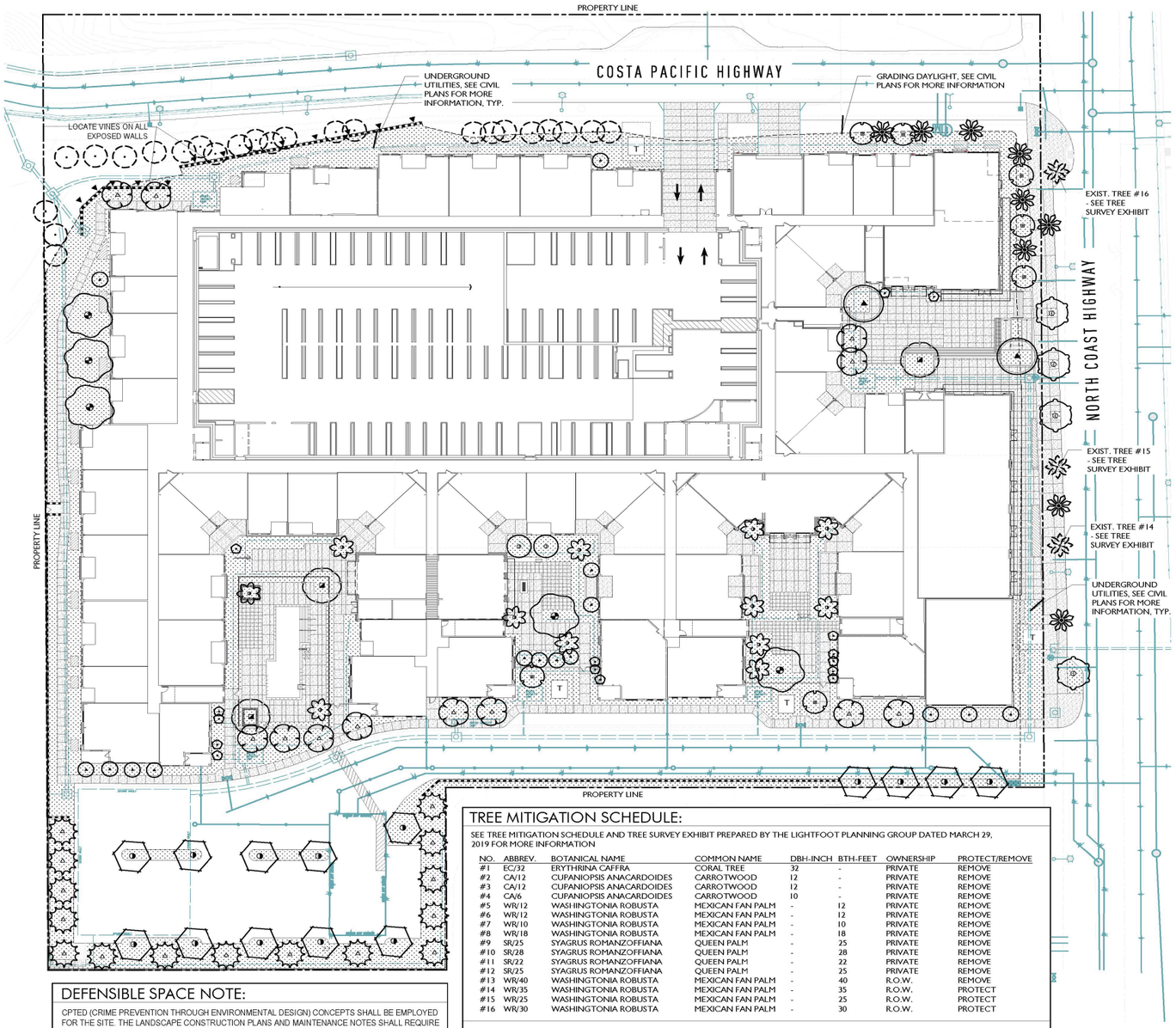

TREE PALETTE

TREES	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	AGONIS FLEXUOSA PEPPERMINT WILLOW	36"BOX 2" DBH EA.	LOW	14
	ARBUTUS X `MARINA` ARBUTUS MULTI-TRUNK	24"BOX 1.5" DBH EA.	LOW	7
	CERCIS OCCIDENTALIS WESTERN REDBUD MULTI-TRUNK	24"BOX 1" DBH EA.	LOW	2
	CINNAMOMUM CAMPHORA CAMPHOR TREE MULTI-TRUNK	24"BOX 2" DBH EA.	MEDIUM	3
	CUPRESSUS FORBESII TECATE CYPRESS	24"BOX 1.5" DBH EA.	VERY LOW	16
	GEIJERA PARVIFLORA AUSTRALIAN WILLOW	24"BOX 1.5" DBH EA.	LOW	4
	HOWEA FORSTERIANA KENTIA PALM	8`-12` B.T.H. 2" DBH EA.	MEDIUM	12
	MAGNOLIA GRANDIFLORA `D.D. BLANCHARD` TM SOUTHERN MAGNOLIA	24"BOX 1.5" DBH EA.	MEDIUM	2
	MAGNOLIA GRANDIFLORA `LITTLE GEM` LITTLE GEM SOUTHERN MAGNOLIA	24"BOX 2" DBH EA.	MEDIUM	15
	METROSIDEROS EXCELSA NEW ZEALAND CHRISTMAS TREE	24"BOX 2.5" DBH EA.	MEDIUM	5
	PRUNUS CAROLINIANA `BRIGHT `N TIGHT` TM BRIGHT `N TIGHT CAROLINA LAUREL	24"BOX 1.5" DBH EA.	MEDIUM	16
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX 2.5" DBH EA.	MEDIUM	12
	WASHINGTONIA FILIFERA MEXICAN FAN PALM	22` B.T.H.	MEDIUM	9
	EXISTING TREES TO REMAIN - SEE TREE PROTECTION NOTE, TREE MITIGATION SCHEDULE AND TREE SURVEY EXHIBIT PREPARED BY THE LIGHTFOOT PLANNING GROUP DATED MARCH 29, 2019 FOR MORE INFORMATION			

SHRUB PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
	IRRIGATION HYDROZONE 1: LOW WATER CONSERVING PLANTING AREAS (Parking Lot, Entry & Driveways):			
	ECHEVERIA GLAUCA	HENS & CHICKS	1 GAL	LOW
	ECHEVERIA PEACOCKII	PEACOCK ECHEVERIA	5 GAL	LOW
	AEONIUM ARBOREUM	AEONIUM	5 GAL	LOW
	AGAVE AMERICANA	CENTURY PLANT	15 GAL	LOW
	ALOE STRIATA	CORAL ALOE	5 GAL	LOW
	DASYLIRION WHEELERI	DESERT SPOON	15 GAL	LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	VERY LOW
	HETEROMELES ARBUTIFOLIA	TOYON	15 GAL	LOW
	KALANCHOE BEHARENSIS	FELT PLANT	15 GAL	LOW
	MUHLENBURGIA CAPILLARIS	PINK MUHLY	5 GAL	LOW
	SENECIO MANDRALISCAE	SENECIO	1 GAL	LOW
	WESTRINGIA FLORIBUNDA	COAST ROSEMARY	5 GAL	LOW
	IRRIGATION HYDROZONE 2: MEDIUM / LOW TRANSITION PLANTING AREAS (Building Perimeters):			
	AEONIUM 'URBICUM'	AEONIUM	5 GAL	LOW
	ALOE BAINSII	TREE ALOE	24" BOX	LOW
	ALOE STRIATA	CORAL ALOE	5 GAL	LOW
	ARBUTUS 'COMPACTA'	DWARF STRAWBERRY	5 GAL	LOW
	BOUGAINVILLEA ROSENKA	SHRUB BOUGAINVILLEA	5 GAL	LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL	LOW
	CAREX DIVULSA	BERKELEY SEDGE	5 GAL	MEDIUM
	CHONDROPETALUM	LARGE CAPE RUSH	5 GAL	LOW
	DIANELLA REVOLUTA	LITTLE REV	5 GAL	LOW
	DRACAENA DRACO	DRAGON TREE	24" BOX	LOW
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	LOW
	FESTUCA OVINA GLAUCA	BLUE FESCUE	5 GAL	LOW
	LOMANDRA LONGIFOLIA	SPINY-HEADED	5 GAL	MEDIUM
	ROSMARINUS PROSTRATUS	DWARF ROSEMARY	5 GAL	LOW
	SALVIA CLEVELANDII	CA BLUE SAGE	5 GAL	LOW
	TEUCRIUM CHAMAEDRYS	GERMANDER	5 GAL	LOW
	IRRIGATION HYDROZONE 3 MEDIUM / LOW ENHANCED SHRUBS (Entry Drive & Courtyards):			
	AGAVE ATTENUATA 'NOVA'	FOXTAIL AGAVE	15 GAL	LOW
	ALYOGYNE HUEGELII	BLUE HIBISCUS	15 GAL	LOW
	ASPARAGUS DENSIFLORUS	MYER ASPARAGUS	5 GAL	LOW
	BOUGAINVILLEA 'LA JOLLA'	BOUGAINVILLEA	5 GAL	MEDIUM
	CARISSA M. 'HORIZONTALIS'	NATAL PLUM	5 GAL	MEDIUM
	CRASSULA OVATA	JADE PLANT	15 GAL	LOW
	FURCRAEA FOETIDA	MAURITIUS HEMP	15 GAL	LOW
	PHORMIUM HYBRIDS	NEW ZEALAND FLAX	5 GAL	LOW
	PITTOSPORUM T. 'GOLF BALL'	'GOLF BALL' KOHUHU	5 GAL	MEDIUM
	PRUNUS ILICIFOLIA SPP. LYONII	CATALINA CHERRY	24" BOX	VERY LOW
	IRRIGATION HYDROZONE 4: WATER QUALITY PLANTERS			
	ARCTOSTAPHYLOS 'EMERALD CARPET'	GROUNDCOVER MANZANITA	5 GAL	MEDIUM
	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	LOW
	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL	LOW
	MAHONIA REPENS	CREEPING BARBERRY	1 GAL	LOW
	BOUGAINVILLEA SPP.	BOUGAINVILLEA	5 GAL	LOW
	SOLANUM JASMINOIDES	POTATO VINE	5 GAL	MEDIUM

DEFENSIBLE SPACE NOTE:

CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN) CONCEPTS SHALL BE EMPLOYED FOR THE SITE. THE LANDSCAPE CONSTRUCTION PLANS AND MAINTENANCE NOTES SHALL REQUIRE THAT TREE AND PLANT PLACEMENT AND CLEARANCES CONFORM TO THE FOLLOWING STANDARDS:

A. TREE CANOPIES SHALL BE MAINTAINED WITH A 7-FOOT CANOPY CLEARANCE.
B. GROUND COVERS SHALL BE MAINTAINED AT A 2-FOOT MAXIMUM HEIGHT (EXCEPTION AROUND ENCLOSED STRUCTURES, WALLS OR FENCING).
LANDSCAPE DESIGN AND MAINTENANCE SHALL PROTECT SITE LIGHTING AND SECURITY OR SURVEILLANCE EQUIPMENT FROM BEING BLOCKED BY TREE OR PLANT PLACEMENT. THORNY VEGETATION MAY BE EMPLOYED TO DISCOURAGE ACCESS OVER WALLS AND FENCES.

TREE MITIGATION SCHEDULE:

SEE TREE MITIGATION SCHEDULE AND TREE SURVEY EXHIBIT PREPARED BY THE LIGHTFOOT PLANNING GROUP DATED MARCH 29, 2019 FOR MORE INFORMATION

NO.	ABBREV.	BOTANICAL NAME	COMMON NAME	DBH-INCH	BTH-FEET	OWNERSHIP	PROTECT/REMOVE
#1	EC/32	ERYTHRINA CAFFRA	CORAL TREE	32	-	PRIVATE	REMOVE
#2	CA/12	CUPANIOPSIS ANACARDOIDES	CARROTWOOD	12	-	PRIVATE	REMOVE
#3	CA/12	CUPANIOPSIS ANACARDOIDES	CARROTWOOD	12	-	PRIVATE	REMOVE
#4	CA/6	CUPANIOPSIS ANACARDOIDES	CARROTWOOD	10	-	PRIVATE	REMOVE
#5	WR/12	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	12	PRIVATE	REMOVE
#6	WR/12	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	12	PRIVATE	REMOVE
#7	WR/10	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	10	PRIVATE	REMOVE
#8	WR/18	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	18	PRIVATE	REMOVE
#9	SR/25	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	25	PRIVATE	REMOVE
#10	SR/28	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	28	PRIVATE	REMOVE
#11	SR/22	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	22	PRIVATE	REMOVE
#12	SR/25	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	25	PRIVATE	REMOVE
#13	WR/40	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	40	R.O.W.	REMOVE
#14	WR/35	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	35	R.O.W.	PROTECT
#15	WR/25	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	25	R.O.W.	PROTECT
#16	WR/30	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	30	R.O.W.	PROTECT

TOTAL DBH REQUIRED TO BE REPLACED: 66 INCHES
176 INCHES PROVIDED

TOTAL BTH REQUIRED TO BE REPLACED: 192 FEET
294 FEET PROVIDED

SOURCE: Wood Partners, 2019

FIGURE3-2
Landscape Plan
Alta Oceanside Project

DUDEK

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VIEW OF BUILDING 1 ALONG NORTH COAST HIGHWAY

Ⓐ EXTRA WHITE SW 7006

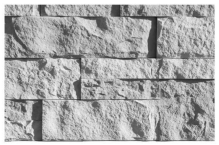
Ⓑ GRAYISH SW 6001

Ⓒ POLISHED CONCRETE SW 9167

Ⓓ METALLIC POWDER COATING

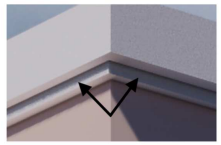
Ⓔ SASHAY SAND SW 6051

① EXTERIOR PLASTER
20/30 SAND FINISH
PAINT GRADE



② STONE VENEER

③ EXTERIOR PLASTER
SMOOTH FINISH
PAINT GRADE



④ FOAM TRIM
PAINT GRADE

⑤ BOARD AND BATTEN

⑥ METAL RAILING

⑦ METAL CANOPY

⑧ STUCCO CANOPY
(*NOT SHOWN ON
ELEVATION ABOVE)

⑨ VINYL WINDOW

⑩ STOREFRONT WINDOW
SYSTEM

⑪ PAINTED CONCRETE

SOURCE: Wood Partners, 2019

DUDEK

FIGURE 3-3

Project Rendering

Alta Oceanside Project

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EXISTING RIGHT TURN LANE REMAINS
LANE TRANSITION
RAISED MEDIAN FOR TRAFFIC CHANNELIZATION SEE TRAFFIC REPORT BY DUDEK
EXIST CROSSWALK TO REMAINS
PROPOSED BULB OUT WITH HIGH VISIBILITY SIGNAGE AND FLASHING BEACONS
PROPOSED CONTINENTAL CROSSWALK WITH RAISED REFLECTIVE FLASHING BEACONS
CONSTRUCT CURB RAMPS
PROPOSED R/W
NORTH COAST HIGHWAY 101 (COAST STREET)
RAISED MEDIAN FOR TRAFFIC CHANNELIZATION SEE TRAFFIC REPORT BY DUDEK

NOTE:
SEE SHEET C4 FOR STRIPING TYPICAL SECTION

EXISTING 18" STORM DRAIN
FUTURE FIRE HYDRANT BY OTHERS
EXISTING 8" PUBLIC WATER MAIN PER CITY OF OCEANSIDE DWG. NO. R-13837 TO REMAIN
PROPOSED FIRE HYDRANT
EXIST. FORCE MAIN
COSTA PACIFICA WAY
EXIST. PRIVATE SEWER MANHOLE PER CITY OF OCEANSIDE DWG. NO. 2669, RIM 58.28, INV. 52.0
EXIST. SEWER MANHOLE PER CITY OF OCEANSIDE DWG. NO. R13837 TO REMAIN
PROPOSED RESIDENTIAL FIRE CONNECTION POINT
RELOCATE EX. AIR VAC
PROP. WATER EASEMENT
PROP. WATER EASEMENT
CONNECT TO EXISTING STORM DRAIN
APARTMENTS PAD=58.3 FF=59.00
PROPOSED RESIDENTIAL WATER CONNECTION POINT
FF=59.00 GARAGE ENTRY
FF=59.00 MOVE-IN AREA
PROPOSED IRRIGATION METER
PROPOSED FIRE HYDRANT
PROPOSED 2' PUBLIC ACCESS AND BICYCLE ACCESS EASEMENT
FF=59.00 LEASING/ OFFICE/ PACKAGE/MAIL
PROPOSED R/W
EXISTING 16" FORCE MAIN PER NAVFAC DWG. NO. 806255
EXISTING 8" SEWER PER PLAN NO. 1950
NORTH COAST HIGHWAY 101 (COAST STREET)
EXISTING STORM DRAIN TO BE REMOVED
PARKING STRUCTURE PAD=58.3 FF=59.00
APARTMENTS PAD=58.3 FF=59.00
COURTYARD SEE NOTE 5
8" PRIVATE WATER LOOP
12" PRIVATE STORM DRAIN
EXISTING 6" C.I.P. WATER LINE PER DWG. NO. W-229 (FIELD VERIFY) TO REMAIN
EXISTING WATER METER TO REMAIN OR BE REPLACED FOR RETAIL /RESTAURANT
24" PRIVATE STORM DRAIN
APARTMENTS PAD=58.3 FF=59.00
YOGA/FITNESS
RETAIL/ RESTAURANT PAD=60.3 FF=61.00
CONNECT RESTAURANT SEWER TO EXISTING LATERAL GREASE INTERCEPTOR REQUIRED
EXISTING 24" RCP TO REMAIN
FLOW THROUGH PLANTER LOCATE AT ROOF DOWNSPOUT
POOL COURT SEE NOTE 5
PASS-THROUGH CLUB HOUSE
LIBRARY 12" PRIVATE STORM DRAIN RELOCATE EXISTING CURB INLET
EXISTING 8" SEWER PER PLAN NO. 1950
PROPOSED FIRE HYDRANT (PVT)
24" PRIVATE STORM DRAIN
18" PRIVATE STORM DRAIN
PRIVATE DRIVE
12" PRIVATE STORM DRAIN
8" PRIVATE WATER LOOP
CONNECT TO NEW MANHOLE
PROPOSED RESIDENTIAL FIRE CONNECTION POINT
6" SEWER
6" SEWER FORCED MAIN
FORCE MAIN P.O.C. INSPECTION MANHOLE
STORM WATER STORAGE VAULT
AREA DRAIN CONNECTION TO VAULT
SEWER LIFT STATION
SURFACE PARKING
TREES

SOURCE: Hunsaker & Associates, 2019

FIGURE3-4

Underground Utilities and Striping Plan

Alta Oceanside Project

DUDEK

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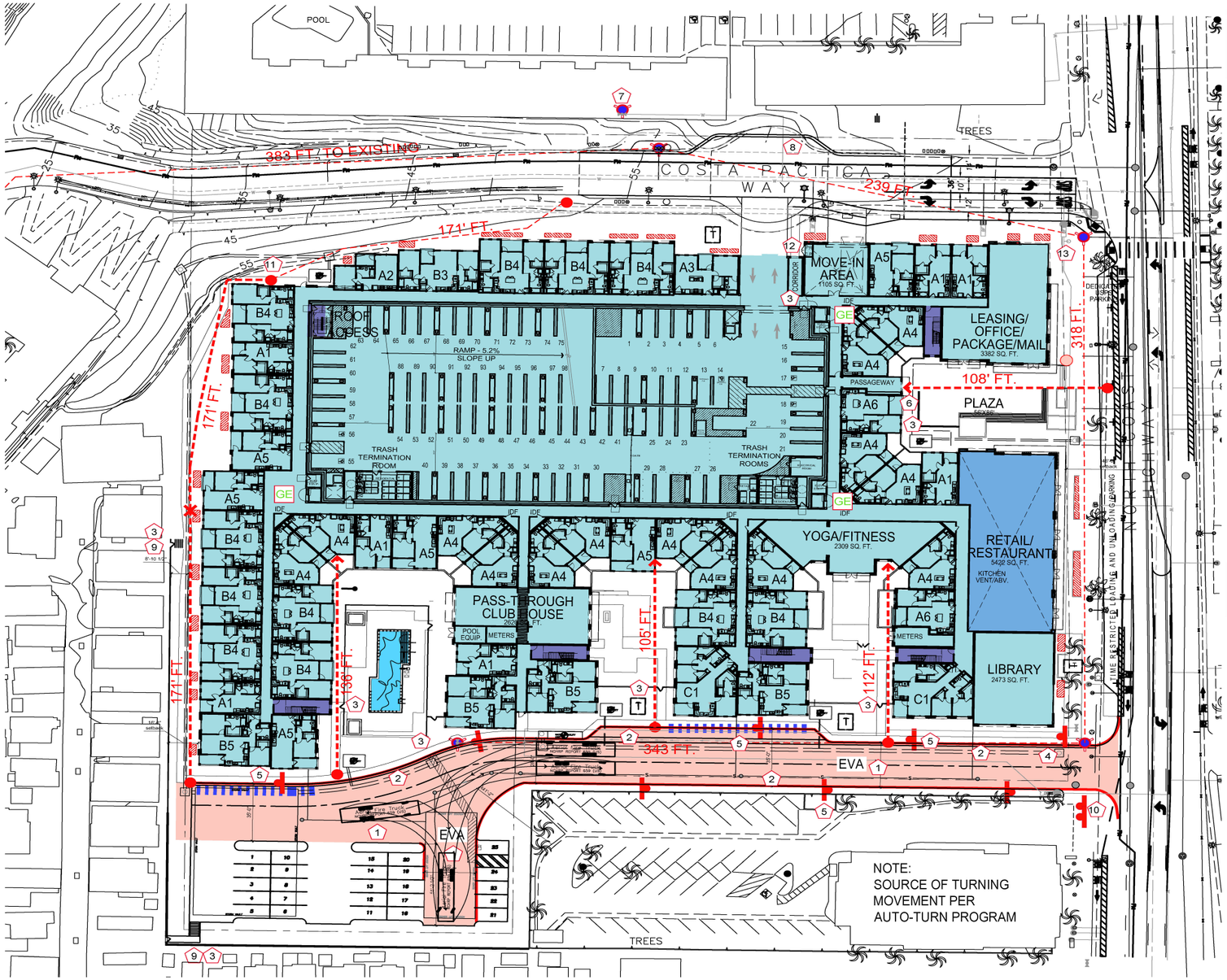

LEGEND

- FIRE APPARATUS
- BUILDING ADDRESS IDENTIFICATION LOCATIONS WITH MINIMUM OF 4" HIGH WITH MINIMUM STROKE WIDTH OF 1/2". FINAL COUNT AND LOCATION SHALL BE FINALIZED WITH THE LOCAL JURISDICTION AND THE FIRE CODE OFFICIAL
- GE — GURNEY SIZED ELEVATOR(S)
- PLANTERS
- FIRE LANE SIGN PER DETAIL
- FIRE LANE ENTRANCE SIGN
- NEW PUBLIC FIRE HYDRANT
- HOSE PULL
- AERIAL TRUCK LADDER ACCESS TO BUILDING (REFER TO DETAIL)
- BUILDING FOOTPRINT - RESIDENTIAL (1 HOUR RATED CORRIDOR & UNITS)
- EXIT STAIR - ROOF ACCESS WHERE NOTED (2 HOUR RATED)
- 28'-0" WIDE PAVED FIRELANE

SOURCE: Architects Orange 2019

FIGURE3-5

Fire Access Plan

Alta Oceanside Project

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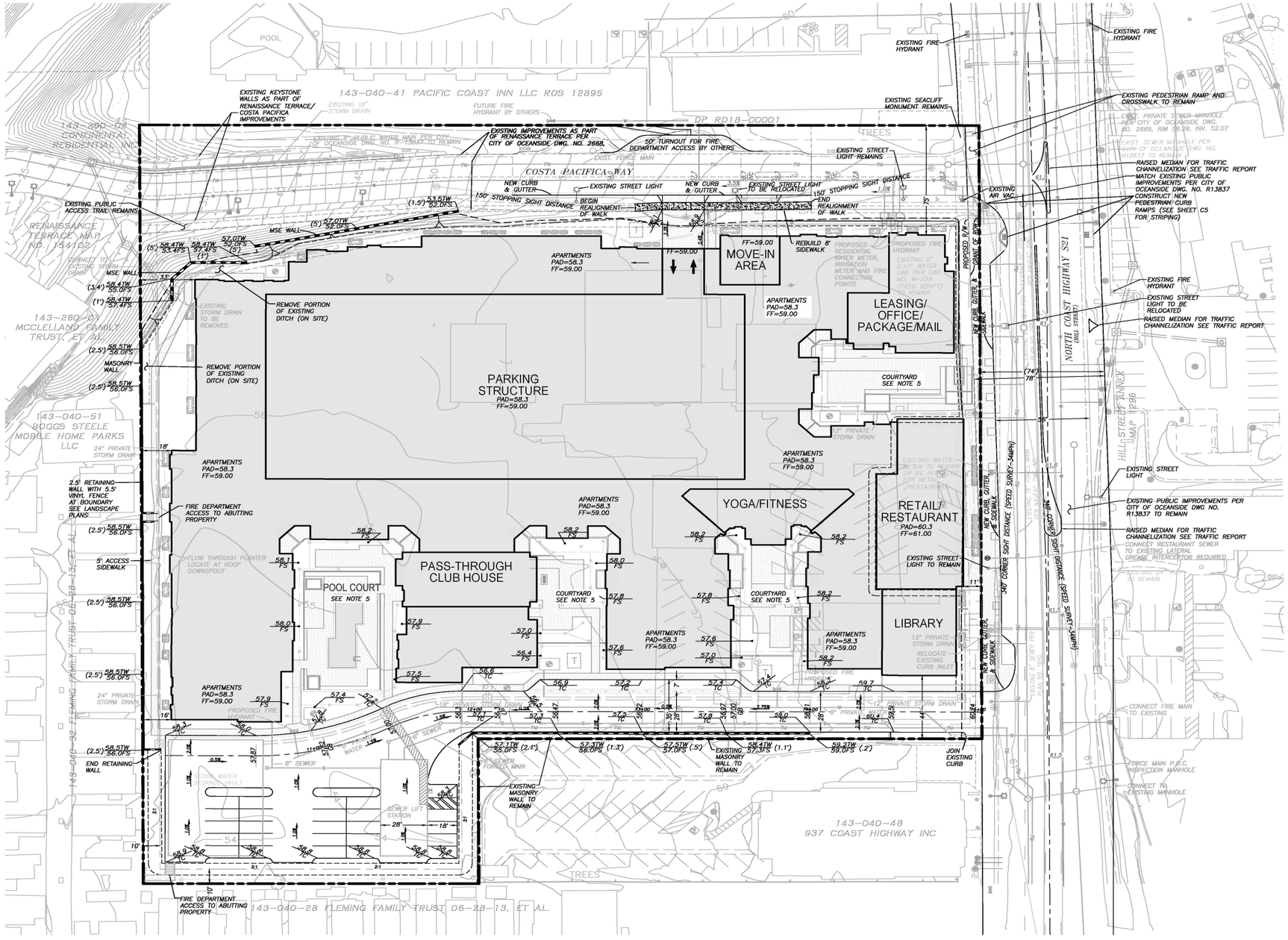

SOURCE: Hunsaker & Associates, 2019

FIGURE3-6

Grading Plan

Alta Oceanside Project

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CHAPTER 4
ENVIRONMENTAL ANALYSIS

4.1 BIOLOGICAL RESOURCES

This section describes the existing biological resources of the project site and off-site improvement areas, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Alta Oceanside Project (proposed project). The following analysis is based on the Alta Oceanside Biological Resources Technical Report (BTR), which was prepared for the proposed project by Dudek in 2019 and is incorporated by reference herein. The BTR is included in Appendix B of this Environmental Impact Report (EIR).

4.1.1 Existing Conditions

4.1.1.1 Methodology

The biological report was based on a review of pertinent literature and through field reconnaissance. Literature review included the draft Oceanside Subarea Habitat Conservation Plan/ Natural Community Conservation Plan (Oceanside Subarea Plan) (City of Oceanside 2010), CDFW California Natural Diversity Database, USFWS Critical Habitat Data (USFWS 2019) and Species Occurrence Data within 5 miles of the project site, California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Vascular Plants, and U.S. Department of Agriculture, Natural Resources Conservation Service Web Soil Survey (Appendix B). Dudek biologist Kathleen Dayton conducted general biological surveys of the property on January 24, 2019, including, habitat assessment for special-status plant and wildlife species, vegetation mapping, and a wildlife and plant inventory. If a specie was determined to have a low potential to occur via the habitat assessment, it is the expert opinion of Dudek biologist that such species should not be assumed to be present. Refer to Appendix B for detailed methodology information.

Endangered, rare, or threatened species, as defined in California Environmental Quality Act (CEQA) Guideline 15380(b) (14 CCR 15000 et seq.), are referred to as "special-status species" or "sensitive species" in this section and include (1) endangered, threatened, or candidate species recognized in the context of the California Endangered Species Act (CESA) and the federal Endangered Species Act (ESA); (2) plant species with a California Rare Plant Rank (CRPR) 1 through 3; see the CDFW special vascular plants list, which states, "Note that all California Rare Plant Rank 1 and 2 and some Rank 3 and 4 plants may fall under Section 15380 of CEQA" (CDFW 2019; CNPS 2019); (3) California Species of Special Concern (SSC), as designated by the CDFW; (4) mammals and birds that are fully protected (FP) species, as described in the California Fish and Game Code, Sections 4700 and 3511; (5) Birds of Conservation Concern (BCC), as designated by the U.S. Fish and Wildlife Service; and species proposed for coverage under the draft Oceanside Subarea Plan (City of Oceanside 2010).

4.1.1.2 Regional Planning Context

The 5.3-acre project site is located along the west side of North Coast Highway within the City of Oceanside (City). Due to the project's location along the coast and within the City, the project is subject to the North County Multiple Habitat Conservation Program (MHCP), Oceanside Subarea Plan, and California Coastal Commission (CCC) regional planning documents and regulations. These regulations guide the assessment of biological resources, and therefore are discussed further below to provide regional planning context.

The MHCP is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP—that are permitted and implemented separately from one another. The draft Oceanside Subarea Plan is a comprehensive, citywide conservation program whose purpose is to identify and preserve sensitive biological resources within the City while allowing for additional development consistent with the City's General Plan and Growth Management Plan. While not yet formally adopted/approved, this plan is used to provide guidance and policy direction regarding biological resources. Specific biological objectives of the Oceanside Subarea Plan are to conserve the full range of vegetation types remaining in the City, with a focus on protecting rare and sensitive habitats and species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991. Other local ordinances, codes, and documents incorporating biological conservation programs and preservation of open spaces include the City General Plan, Zoning Ordinances, Local Coastal Program, and the Specific Plan for the San Luis Rey River. The Oceanside Subarea Plan is the overarching conservation document used by the City to incorporate all aspects of these documents. Within the Oceanside Subarea Plan, the project site is classified as urban developed land and is not located within a designated preserve area.

The proposed project is located within Coastal Zone, and is subject to the City of Oceanside Local Coastal Program. The site is not located within areas designated for preservation or designated as PAMA, Agriculture Exclusion Zone, Wildlife Corridor Planning Zone, or Off-site Mitigation Zone. Refer to Figure 4.1-1, Biological Resources, for additional information. There are no existing narrow endemic species locations or threatened or endangered species locations on the property.

4.1.1.3 Existing Biological Resources

Vegetation Communities and Land Cover Types

The draft Oceanside Subarea Plan defines sensitive biological resources as lands that contain natural vegetation and/or wetlands; and/or habitat occupied by Covered Species, other Listed Non-Covered Species, and/or Narrow Endemic Species. Furthermore, natural vegetation is defined as vegetation communities identified as Habitat Groups A to E (City of Oceanside 2010). The Oceanside Subarea Plan dictates that mitigation standards are required for impacts to all natural

vegetation communities, and the level of mitigation is dependent on the Habitat Group classification. Based on the field visit conducted, the site contains disturbed land, urban/developed land, and non-native grassland (Table 4.1-1 and Figure 4.1-1).

Table 4.1-1
Plant Community and Land Cover within the Project Site

Plant Community/ Land Cover	Habitat Group[1]	Project Site (Acres)
Disturbed land	F	0.11
Urban/developed	F	2.76
Non-Native Grassland: Broadleaf-Dominated	E	2.45
Total	**—**	**5.31**

Source: Appendix B

[1] The Oceanside Subarea Plan defines natural vegetation as vegetation communities identified as Habitat Group A, B, C, D, or E.

Disturbed Land

Disturbed lands are areas that have been physically disturbed and are no longer recognizable as native or naturalized vegetation associations. These areas may continue to retain soil substrate. The disturbed land on site is composed of an old driveway (i.e., pavement debris). Vegetation is sparse (i.e., less than 10% cover) and composed entirely of non-native species, primarily bromes (*Bromus* spp.). Soils are heavily compacted. Disturbed land is classified under Habitat Group F – Disturbed Land, agricultural land, eucalyptus (City of Oceanside 2010). Disturbed land cover is not considered a sensitive biological resource.

Urban/Developed

Urban/developed land is a land cover type which includes areas where vegetation growth is prevented by an existing structure or material, such as a building or road, and includes ornamental vegetation associated with structures. A majority of the project site is mapped as developed and includes existing buildings, parking lots, Costa Pacifica Way, and associated ornamental plantings. Urban/developed land is classified under Habitat Group F – Disturbed land, agricultural land, eucalyptus (City of Oceanside 2010). Urban/developed land cover is not considered a sensitive biological resource.

Non-Native Grassland: Broadleaf-Dominated

Non-native grassland: broadleaf-dominated is a subset of non-native grassland that includes more than 50% of non-native broadleaf species. This community often develops as a result of disturbance, which is the case for the Project site. On site, the non-native grassland: broadleaf-dominated community is dominated by Bermuda-buttercup (*Oxalis pes-caprae*) and long-beak filaree/storksbill (*Erodium botrys*), combining to form 50% to 75% cover overall. This community also includes approximately 25% to 50%

cover of non-native grasses, predominantly wild oat (*Avena barbata, A. fatua*) and bromes (*Bromus diandrus, B. madritensis*). Non-native grassland: broadleaf-dominated is classified under Habitat Group E – Annual (non-native) grassland and is considered a sensitive biological resource per the City's Oceanside Subarea Plan (City of Oceanside 2010).

Plants

A total of 42 plant species were observed on the site, which are listed in Appendix B. The most prevalent species are discussed in the Vegetation Communities and Land Cover Types section above. No plant species listed as rare, threatened, or endangered, by USFWS, CDFW or CNPS, or proposed for coverage under the Oceanside Subarea Plan were observed.

As detailed in Appendix B, the following special-status plant species were evaluated for potential to occur on the site due to documented presence within 1 mile of the site: Cliff spurge (*Euphorbia misera*), coast woolly-heads (*Nemacaulis denudata* var. *denudata*), Coulter's saltbush (*Atriplex coulteri*), decumbent goldenbush (*Isocoma menziesii* var. *decumbens*), Nuttall's acmispon (*Acmispon prostratus*), Orcutt's pincushion (*Chaenactis glabriuscula* var. *orcuttiana*), salt spring checkerbloom (*Sidalcea neomexicana*), San Diego ambrosia (*Ambrosia pumila*), San Diego barrel cactus (*Ferocactus viridescens*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), San Diego marsh-elder (*Iva hayesiana*), sea dahlia (*Leptosyne maritima*), slender cottonheads (*Nemacaulis denudata* var. *gracilis*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), and sticky dudleya (*Dudleya viscida*). None of these species were observed or are expected to occur on the site, as there is either no suitable habitat present or the species would have been observed during visits. Refer to Appendix B for additional details.

Although a number of plant species with a facultative (FAC) or facultative wetland (FACW) indicator status are present on site (e.g., mulefat and curly dock), no wetlands are present because these species occur more scattered throughout the site rather than being clustered in an area that may indicate the presence of wetlands. No obligate (OBL) wetland species were identified (Appendix B).

Animals

A total of eight animal species were observed during field surveys, as detailed in Appendix B. Species observed or likely to occur are discussed below. Given the lack of suitable habitat and disturbance of the non-native grassland on site and surrounding development, no special-status wildlife species were observed or have a moderate or high potential to occur on site.

Reptiles and Amphibians

No amphibian or reptile species were observed on site. Limited suitable habitat exists on the project site for reptiles and amphibians. Common reptiles such as side-blotched lizard (*Uta stansburiana*)

and gopher snake (*Pituophis melanoleucus*) and common amphibians such as Pacific tree frog (*Hyla regilla*) might be expected to occur in the project site. No sensitive or special-status reptiles or amphibians were observed or are expected to occur on site.

Birds

Eight bird species were recorded during the general field survey of the site. The species observed or detected are common, urban-adapted, or resident bird species that use a wide variety of native and disturbed habitats. No raptor species were observed during the surveys. However, raptors could occur on site, especially in the ornamental trees that occur along the northern boundary of the property.

The federally- and state-listed endangered least Bell's vireo (*Vireo bellii pusillus*) is known to occur within the San Luis Rey River and its associated riparian habitats in the general vicinity of the project area (within approximately 0.15 mile). There is no suitable riparian habitat on site and none were observed during the field survey.

The federally- threatened coastal California gnatcatcher has been recorded in the vicinity of Lawrence Canyon (approximately 2,000 feet east of the site). However, there is no suitable coastal sage scrub habitat on site and no California gnatcatchers were observed during the field survey. An imprecise historical record for state-threatened bank swallow (*Riparia riparia*) overlaps the project site, but there is no suitable riparian or cliff/bluff habitat for this species on site. There is a CNDDB record for the federally-listed and state-listed endangered Ridgway's rail (*Rallus obsoletus levipes*) that overlaps the project site, but the record is associated with the mouth of the San Luis Rey River and no suitable wetland habitat occurs on site and no Ridgway's Rails were observed during the field survey.

Mammals

No mammal species were observed on site. Widespread, urban adapted species such as brush rabbit (*Sylvilagus bachmani*), Audubon's cottontail (*Sylivilagus beecheyi*), raccoon (*Procyon lotor*), Botta's pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), and North American deer mouse (*Peromyscus maniculatus*) might also be expected to occasionally occur on or adjacent to the site. No sensitive mammals are expected to occur on site.

Sensitive Plant and Animal Species

No sensitive, threatened, endangered, or special-status wildlife species were observed within the project site. The urbanized nature of the site and the limited amount and quality of potential wildlife habitat on site limits the potential for most special-status species to occur. Appendix B lists sensitive wildlife species reported in the CNDDB, USFWS occurrence data and Oceanside Subarea Plan covered wildlife species and includes an analysis of their potential to occur in the project site.

Jurisdictional Resources

There are no jurisdictional features located in the project site. There are wetland plant species present; however these species are scattered and no wetland habitat exists. The nearest known jurisdictional water is the San Luis Rey River located approximately 600 feet to the northwest of the project site.

Wildlife Corridors and Habitat Linkages

The San Luis Rey River Valley is identified as a hardline preserve in the Oceanside Subarea Plan and the MHCP to allow for east–west wildlife movement. However, wildlife movement is constrained by existing residential housing and commercial development in the area. Large mammals, such as mule deer (*Odocoileus hemionus*) and mountain lion (*Puma concolor*), would not be expected to move through this area due to the limited native habitat present and urban surroundings. General wildlife movement could occur in the riparian corridor associated with the San Luis Rey River, which is present off site to the north of the project development boundary. The area has the potential to provide open space for raptors to forage and potentially nest, but due to the lack of habitat diversity, the project site does not provide for wildlife movement between areas or serve as an important habitat linkage.

The Oceanside Subarea Plan evaluated corridors within the Oceanside subarea, which were used to supplement the MHCP's biological core and linkage area analysis (SANDAG 2003). The project site is not located within the Wildlife Corridor Planning Zone identified by the Oceanside Subarea Plan (City of Oceanside 2010).

4.1.2 Regulatory Setting

Federal

Endangered Species Act

The federal Endangered Species Act (ESA) of 1973 designates threatened and endangered animals and plant species and provides measures for their protection and recovery. Under the ESA, "take" of listed animal and plant species in areas under federal jurisdiction is prohibited without obtaining a federal permit. The ESA defines "take" as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct" (16 USC 1531). Harm includes any act that actually kills or injures fish or wildlife, including significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife. Activities that damage (i.e., harm) the habitat of listed wildlife species require approval from USFWS for terrestrial species. If critical habitat has been designated under the ESA for listed species, impacts to areas that contain the primary constituent elements identified for the species, whether or not it is currently present, is also prohibited without obtaining a federal permit. ESA, Sections 7 and 10, provide two pathways for obtaining permission to take listed species.

Clean Water Act

The CWA is intended to restore and maintain the quality and biological integrity of the nation's waters. Section 402 of the CWA prohibits the discharge of pollutants to "waters of the United States" from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System Permit. The CWA, Section 402, requires a National Pollutant Discharge Elimination System Permit for the discharge of stormwater from municipal separate storm sewer systems serving urban areas with a population greater than 100,000, construction sites that disturb one acre or more, and industrial facilities. The RWQCB administers these permits with oversight provided by the State Water Resources Control Board and U.S. Environmental Protection Agency Region IX.

Section 404 of the CWA authorizes the Secretary of the Army, acting through ACOE, to issue permits regulating the discharge of dredged or fill materials into the "navigable waters at specified disposal sites." CWA Section 502 further defines "navigable waters" as "waters of the United States, including territorial seas." Waters of the United States are broadly defined in the Code of Federal Regulations (CFR), Title 33, Section 328.3, Subdivision (a), to include navigable waters; perennial and intermittent streams, lakes, rivers, and ponds; and wetlands, marshes, and wet meadows.

Section 401 of the CWA requires that an applicant for a federal license or permit to discharge into navigable waters provide the federal agency with a water quality certification declaring that the discharge would comply with water quality standard requirements of the CWA. ACOE is prohibited from issuing a CWA permit until the applicant receives a CWA, Section 401, water quality certification or waiver from the RWQCB.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed in 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species and includes any part, egg, or nest of such bird (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).[1]

[1] In December 2017, Department of Interior Principal Deputy Solicitor Jorjani issued a memorandum (M-37050) that interprets the MBTA to only prohibit intentional take (DOI 2017). Similarly, the Ninth Circuit Court of Appeals, like the Fifth Circuit and the Eighth Circuit, has held that the MBTA applies only to intended takes. *See*

State

California Fish and Game Code

Under Section 1602 of the California Fish and Game Code, the California Department of Fish and Wildlife (CDFW) regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., mulefat scrub) associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.

Per Section 3503 of the California Fish and Game Code, CDFW also regulates nesting birds and their nests. This code specifically states it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Per Section 3503.5 of the California Fish and Game Code, it is also specifically unlawful to take nests of Falconiformes or Strigiformes (birds-of-prey).

California Endangered Species Act

CDFW administers the California ESA (California Fish and Game Code, Section 2050 et seq.), which prohibits the take of plant and animal species designated by the Fish and Game Commission as endangered or threatened in California. Under the California ESA, Section 86, take is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." California ESA, Section 2053, stipulates that state agencies may not approve projects that would "jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy."

California ESA, Sections 2080 through 2085, address the taking of threatened, endangered, or candidate species by stating, "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the Commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided in this chapter, the Native Plant Protection Act (California Fish and Game Code, Sections 1900–1913), or the California Desert Native Plants Act (Food and Agricultural Code, Section 80001)."

Seattle Audubon Soc'y v. Evans, 952 F.2d 297, 303 (9th Cir. 1991). Due to challenges to these findings, the MBTA information is included herein to be conservative.

California Coastal Act

Under the California Coastal Act, the California Coastal Commission (CCC) regulates the "coastal zone" and requires a coastal development permit for almost all development within this zone. From 3 miles seaward, the coastal zone generally extends approximately 1,000 miles inland. In less developed areas, it can extend up to 5 miles inland from mean high-tide line, but can also be considerably less than 1,000 yards inland in developed areas.

The California Coastal Act also protects designated sensitive coastal areas by providing additional review and approvals for proposed actions in these areas. The act defines wetlands as "lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens…" The California Coastal Act allows diking, filling, or dredging of wetlands for certain uses, such as restoration. The act also directs each city or county within the coastal zone to prepare a local coastal program (LCP) for CCC certification. Under approved LCPs, jurisdictions can independently approve local coastal permits for projects developed consistent with the LCP. The City of Oceanside has an approved LCP.

The Coastal Act also includes regulations regarding Environmentally Sensitive Habitat Areas (ESHA). ESHA is defined in Coast Act Section 30107.5, and is defined as "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments." To evaluate if an area is considered ESHA, the CCC typically requires one of the following conditions to be met: (1) presence of rare species (listed species, CDFW protected species or species of special concern, CNPS list 1b species or CDFW list of California Terrestrial Natural Community), or (2) there is especially valuable species or habitat in the area.

Local

North County Multiple Habitat Conservation Program

The Multiple Habitat Conservation Program (MHCP) is a comprehensive, long-term regional habitat conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is one of three, large multiple-jurisdictional habitat planning efforts in San Diego County; those being the South County Plan, the North County Plan, and the East County Plan. Each of these constitutes a subregional plan under the State of California's Natural Community Conservation Planning (NCCP) Act of 1991. The MHCP encompasses the Cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The program goals are to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46%) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species (SANDAG 2003). The MHCP

sets forth general and subarea conditions of coverage that must be met for each covered species in order for the cities to obtain take authorization.

Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The Oceanside Subarea Plan was prepared per the California Natural Community Conservation Planning Act (NCCP Act) and the ESA. The Oceanside Subarea Plan addresses how the City would conserve and protect biological communities and species considered sensitive under the NCCP Act and ESA. The draft Oceanside Subarea Plan has been prepared, and although the plan has not yet been formally approved by the City and the Wildlife Agencies, it is used as a guidance document for projects in the City of Oceanside.

Section 5.2.8 of the Oceanside Subarea Plan includes minimization measures that would be required to be implemented by the proposed project. These minimization measures, as follows, are standard conditions applied to all projects that may impact biological resources within the City:

1. The project applicant shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the Wildlife Agencies. Any riparian/wetland or upland habitat impacts that occur beyond the approved fenced shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion.
2. Impacts from fugitive dust would be avoided and minimized through watering and other appropriate measures.
3. The project applicant shall develop an educational pamphlet (in English and Spanish) for the identification of raptor nests and to guide tree pruning activities in suburban areas during the breeding season. Landscaping companies and tree trimming services that have projects in the City shall be required to use the pamphlet to educate their employees on the recognition of raptor nest trees. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31). Human disturbance shall be restricted around documented nesting habitat during the breeding season based on the following:
4. To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat would occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat

during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or State-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers shall be established: 1) no work within 300 feet of a non-listed nesting migratory bird nest, and 2) no work within 500 feet of a listed bird or raptor nest. However, the City may reduce these buffer widths depending on site-specific conditions (e.g., the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths above, the project applicant would contact the City and Wildlife Agencies to determine the appropriate buffer.

5. A monitoring biologist shall be on site during: a) initial clearing and grubbing of all native habitats; and b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology.
6. The applicant shall ensure that development landscaping adjacent to on- or off-site habitat does not include exotic plant species that may be invasive to native habitats. Exotic plant species not to be used include any species listed on the California Invasive Plant Council's (Cal-IPC) “Invasive Plant Inventory” List. This list includes such species as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish broom. A copy of the complete list can be obtained from Cal-IPC’s web site or other similar sources that may evolve over the life of this plan. In addition, landscaping should not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to the Preserve and water runoff from landscaped areas should be directed away from the biological conservation easement area and contained and/or treated within the development footprint. The applicant shall ensure that development lighting adjacent to all on- or off-site habitat shall be directed away from and/or shielded so as not to illuminate native habitats.
7. If night work is necessary, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded and directed away from natural habitats.
8. The biological monitor should flush wildlife out of habitat areas before they are cleared.
9. The biological monitor shall prepare periodic construction monitoring reports and a post-construction report to document compliance.

10. Any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement shall be first inspected by a qualified pest inspector to ensure it is free of pest species that could invade natural areas, including but not limited to, Argentine ants (*Iridomyrmex humil*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests shall not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the Agencies that these pests already occur in natural areas around the project site. The stock shall be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. The applicant shall ensure that all temporary irrigation would be for the shortest duration possible, and that no permanent irrigation would be used, for landscape or habitat creation/restoration/enhancement.
11. The applicant shall ensure that the following conditions are implemented during project construction:
    a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;
    b. To avoid attracting predators of covered species, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site;
    c. Pets of project personnel shall not be allowed on the project site;
    d. Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the United States or their banks;
    e. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States, and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans.

Additionally, the following requirements are applicable Oceanside Subarea Plan Grading and Landscaping Requirements for New Developments within the Coastal Zone. The following conservation standards for Coastal Zone development (Section 5.3.5 of the Oceanside Subarea Plan) would be applicable to this project:

- Grading activity shall be prohibited during the rainy season: October 1st to April 1st of each year.

- To reduce erosion, all graded areas shall be landscaped prior to October 1st of each year with either temporary or permanent landscaping materials. Landscaping shall be maintained and replanted if not well established by December 1st following the initial planting.
- The October 1st grading season deadline may be extended with the approval of the City Engineer subject to implementation of special erosion control measures designed to prohibit discharge of sediments off site during and after the grading operation. Extensions beyond November 15th may be allowed in areas of very low risk of impact to sensitive coastal resources and may be approved either as part of the original coastal development permit or as an amendment to an existing coastal development permit.
- If any of the responsible resource agencies prohibit grading operations during the summer grading period in order to protect endangered or rare species or sensitive environmental resources, then grading activities may be allowed during the winter by a coastal development permit or permit amendment, provided that appropriate BMPs are incorporated to limit potential adverse impacts from winter grading activities.

City of Oceanside Local Coastal Program

The City's current LCP was certified by the CCC in 1986. The LCP is a planning document that regulates development in the City's Coastal Zone and establishes a long-range vision for the area. The LCP identifies goals and policies for protection of important biological resources in the San Luis Rey Specific Plan, Buena Vista Lagoon, and Loma Alta Creek. The proposed project is not located within these areas identified as biological resource protection areas in the LCP.

City of Oceanside General Plan

The City's General Plan Land Use Element contains environmental resource management objectives and policies pertaining to biological resources (City of Oceanside 2002). Applicable objectives and policies include the following:

> **Vegetation and Wildlife Habitats, Objective:** Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.
>
> > **Policy 3.11A:** A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest specifies of plants or animals have been found on nearby properties.
> >
> > **Policy 3.11B:** Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological, or recreational value.

> **Policy 3.11C:** In areas where vegetation or wildlife habitat modification if inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation would be considered.
>
> **Policy 3.11D:** Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.
>
> **Policy 3.11E:** Specific plans shall be developed in conjunction with regional and County agencies where appropriate, for areas where there is occurrence of endangered or threatened species.

The Environmental Resource Management Element of the City's General Plan also contain long-range policy direct and action programs with respect to biological resources. The Environmental Resource Management Element contains a workable program designed to conserve natural resources and preserve open space. The long range policy direction for biological resources is:

Vegetation and Wildlife Habitats, Long-Range Objective: Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to biological resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to biological resources would occur if the proposed project would:

1. 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?
2. 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 U.S. Fish and Wildlife Service.
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. 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.

5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.1.4 Impacts Analysis

For the purposes of biological resources impact analysis, direct, indirect, and cumulative impacts are defined as the following:

Direct impacts refer to the permanent loss of on-site habitat and the plant and wildlife species that it contains. All biological resources within the direct permanent impact area are considered 100% lost. Direct impacts were quantified by overlaying the project footprint (including off-site areas) onto the biological resources map of the site. The proposed development of the entire site is considered to be a direct permanent impact.

Indirect Impacts refer to off-site and on-site "edge effects" that are short-term (i.e., not permanent) as a result of project construction or long-term (i.e., permanent) due to the design of the proposed project and the effects it may have to adjacent resources. For the proposed project, it is assumed that the potential indirect impacts would result from construction activities such as dust, noise, and general human presence that may temporarily disrupt species and habitat vitality and construction-related soil erosion and runoff. With respect to these latter factors, however, project grading would be subject to the typical restrictions (e.g., best management practices) and requirements that address erosion and runoff, including the federal Clean Water Act, National Pollution Discharge Elimination System (NPDES), and preparation of a Stormwater Pollution Prevention Plan (SWPPP).

Cumulative Impacts refer to incremental individual environmental effects of two or more projects when considered together. These impacts taken individually may be minor but collectively significant as they occur over a period of time.

Would the project 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?

Direct Impacts

Special-Status Plants

No special-status plants were detected during the biological surveys, and none have a moderate to high potential to occur on site (Appendix B). Therefore, implementation of the proposed project would not directly impact any special-status plant species. **No impact** to special-status plants would occur.

Special-Status Wildlife

No special-status wildlife species were detected on the project site during biological surveys. Additionally, no special-status animal species have a moderate or high potential to occur as outlined in Appendix B.

Construction activities could result in the loss of nests, eggs, and fledglings of nesting birds protected under the MBTA and CDFG Code if vegetation clearing and ground-disturbing activities occur during the nesting season (February 15 through August 31 for most species, January 15 through August 31 for raptors). Impacts to nesting birds would be **potentially significant (Impact BIO-1)**.

Loss of suitable habitat for special-status animal species is limited given that the majority of project impacts are to disturbed, developed, or non-native grasslands, which does not provide native, natural habitat for special-status wildlife species. White-tailed kite and Cooper's hawk are highly mobile birds that may forage on site but are not expected to nest on site due to proximity to urban environments and lack of trees. The proposed project would not result in a substantial adverse effect on special-status bird species. The loss of potential raptor foraging area would be **potentially significant (Impact BIO-2)**.

Indirect Impacts

Special-Status Plants

Potential indirect impacts would result from construction activities such as dust, noise, and general human presence that may temporarily disrupt species and habitat vitality and construction-related soil erosion and runoff. With respect to these latter factors, however, project grading would be subject to the typical restrictions (e.g., best management practices) and requirements that address erosion and runoff, including the federal Clean Water Act, National Pollution Discharge Elimination System (NPDES), and preparation of a Stormwater Pollution Prevention Plan (SWPPP) (refer also to Section 5.6, Hydrology and Water Quality). Minimization measures required by Section 5.2.8 of the Oceanside Subarea Plan would be applied to avoid indirect impacts to special-status plant species. Refer to Section 4.1.2 above for the list of these required measures, which are intended to reduce potential indirect impacts such from dust, human presence, and other construction-related activities, which would otherwise adversely affect biological resources. Therefore, indirect impacts to off-site special-status plant species are not expected to occur. Impacts would be **less than significant**.

Special-Status Wildlife

Wildlife, including nesting birds and raptors, that could be indirectly affected by the project would likely be located in the San Luis Rey River corridor, approximately 600 feet from the project site.

Wildlife may be indirectly affected in the short-term and long-term by noise and lighting, which can disrupt normal activities and subject wildlife to higher predation risks. Adverse edge effects can cause degradation of habitat quality through the invasion of pest species. Minimization measures required by Section 5.2.8 of the Oceanside Subarea Plan would be applied to avoid indirect impacts to special-status wildlife species. Given the current disturbance of the surrounding area, as well as distance to the San Luis Rey River corridor, indirect impacts to special-status wildlife species, other than nesting birds, would be **less than significant**.

Breeding birds can be significantly affected by short-term construction-related noise, which can result in the disruption of foraging, nesting, and reproductive activities. Although the areas adjacent to the project site, or left intact on the project site following implementation of the proposed project, support very limited suitable vegetation for bird nesting, the ornamental trees surrounding the project site may support nesting habitat for raptors. Indirect impacts from construction-related noise may occur to wildlife if construction occurs during the breeding season (i.e., February 15–August 31 for most bird species and January 1–August 31 for raptors). Therefore, indirect impacts to nesting birds would be **potentially significant (Impact BIO-3)**.

Would the project 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 U.S. Fish and Wildlife Service?

Direct Impacts

Sensitive biological resources, including sensitive natural communities, are defined by the Oceanside Subarea Habitat Conservation Plan (City of Oceanside 2010) as "[l]ands that contain Natural Vegetation and/or wetlands; and/or habitat occupied by Covered Species, other Listed Non-covered Species, and/or Narrow Endemic Species". As discussed above, the site is not occupied by any sensitive species. There is no riparian habitat within the project site or within the project impact area. The only sensitive habitat on the site consists of the 2.45-acres of non-native grassland, which is noted to be within the Coastal Zone. As the site does not contain any sensitive species or rare habitat, the site does not qualify as ESHA under the Coastal Act.

The proposed project impacts to habitats and ground covers are shown in Figure 4.1-2, Biological Impacts, and summarized in Table 4.1-2. The project would impact 2.45 acres of non-native grassland: broadleaf dominated, which is considered a sensitive natural community identified in a local or regional plan. The proposed project's impact to non-native grassland would be considered a **potentially significant impact (Impact BIO-4)**, as this habitat provides biological value and is identified as a sensitive habitat per the Oceanside Subarea Plan.

Table 4.1-2
Proposed Direct Impacts to Existing
Vegetation Communities and Land Covers

Plant Community/ Land Cover	Existing Acres on the Project Site	Permanent Impacts (Acres)	Temporary Impacts (Acres)
Disturbed Habitat	0.11	0.11	—
Urban/Developed	2.76	1.93	0.05
Non-Native Grassland: Broadleaf-Dominated	2.45	2.45	—
Total	**5.31**	**4.49**	**0.05**

Source: Appendix B

* Due to rounding, total differs from the habitat breakdown.

Indirect Impacts

There are limited native vegetation communities adjacent to the project site that could be potentially indirectly impacted by the project. Coastal sage scrub and eucalyptus woodland are adjacent to the northwestern corner of the project site. Past the upland habitats, riparian vegetation communities associated with the San Luis Rey River occur. The remaining surrounding area is developed and mostly vegetated and maintained with ornamental species. The Oceanside Subarea Plan requires a 100-foot buffer of the San Luis Rey River. In addition, it is noted that the habitat to the northwest is within the MSCP's pre-approved mitigation area (PAMA) (Figure 4.1-1).

The potential short-term indirect impacts to off-site adjacent vegetation communities resulting from construction activities may include dust, general human presence, and construction-related soil erosion and runoff. However, project grading would be subject to the implementation of BMPs and typical restrictions and requirements that address dust control, erosion, and runoff, including the federal Clean Water Act and National Pollution Discharge Elimination System. As detailed in Section 4.1.2, Regulatory Setting, the project would be required to include standard avoidance measures per Section 5.2.8 of the Oceanside Subarea Plan. These best management practice features have been incorporated into the project as required, as detailed in Section 3.2.5, Project Design Features. These measures would reduce potential dust, human presence, and construction-related indirect impacts. With compliance with applicable regulations and the Oceanside Subarea Plan standard measures, the proposed project's indirect impacts to offsite riparian habitats and sensitive natural communities would be **less than significant**.

Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Direct Impacts

The proposed project would not result in a direct permanent impact to jurisdictional waters. There are no state or federally protected wetlands nor are there CDFW jurisdictional streambeds found within the project site or the project impact area, therefore there would be **no impact** to state or federally protected wetlands.

Indirect Impacts

The project site is approximately 600 feet east of the San Luis Rey River (Figure 4.1-1). The proposed project's construction-related indirect impacts to jurisdictional resources would be temporary and could include dust, general human presence, and construction-related soil erosion and runoff (see above indirect impact discussion). However, project grading would be subject to the implementation of BMPs and typical restrictions and requirements that address dust control, erosion, and runoff, including the federal Clean Water Act and National Pollution Discharge Elimination System. Implementation of such construction and operational BMPs would control for stormwater pollution that could otherwise affect state or federally protected wetlands. Refer also to Section 5.6, Hydrology and Water Quality. In addition, the project would include Oceanside Subarea Plan standard measures (see Section 4.1.2, Regulatory Setting). These features have been incorporated into the project as required, as detailed in Section 3.2.5, Project Design Features. Therefore, the proposed project would have a **less than significant effect**.

Would the project 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?

The project site itself is not located within a movement corridor and does not facilitate movement of wildlife species because of its close proximity to other disturbed and developed sites. Thus, implementation of the proposed project would not directly impact wildlife movement. The proposed project would not affect the ability for wildlife movement within the San Luis Rey River corridor to the north. The project site does not serve as a native wildlife nursery site. Therefore, the project would not interfere substantially with the movement of wildlife species or established wildlife corridors or impede a native wildlife nursery, and **no impact** would occur.

Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City's General Plan biological policies are identified in Section 4.1.2.

In accordance with General Plan Policy 3.11A, a biological survey report was completed for the project (Appendix B), and the result of its analysis has been incorporated into this EIR. The biological report includes field surveys, jurisdictional delineation, and literature review to assess potential impacts to sensitive biological resources that would result from implementation of the proposed project. The surveys to identify biological resources potentially impacted by the proposed project were performed in accordance with applicable plans, policies, and ordinances set forth by the Wildlife Agencies and the City, as well as current industry standards. Thus, the project is in compliance with General Plan Policy 3.11A.

General Plan Policy 3.11C requires the preservation of biological resources or, where vegetation and habitat modification is inevitable, appropriate mitigation for potential impacts. As described in Appendix B and in this section, the proposed project would have potentially significant impacts to sensitive biological resources (nesting birds, raptor foraging, and non-native grassland). Appropriate mitigation measures in compliance with the Oceanside Subarea Plan and applicable federal, state, and local codes are required and incorporated into this EIR. Thus, the project is in compliance with General Plan Policy 3.11C.

The site does not constitute unique vegetation or wildlife habitats; or significant scenic, ecological, or recreational value; or contain endangered or threatened species that are addressed in the General Plan Policies 3.11B, 3.11D and 3.11E. Thus, the project would be in compliance with General Plan Policies 3.11B, 3.11D and 3.11E.

The City of Oceanside Landscape regulations require a Tree Survey showing all existing trees on a project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height (DBH) for canopy trees and/ or brown trunk height (BTH) for palms. The city requires a 1:1 replacement ratio for all DBH and BTH removed.

A Tree Survey for the project site was provided as part of the application and plan review, and the proposed project includes a Tree Mitigation Schedule provided on the landscape concept plans that summarizes the removal and replacement numbers. The trees meeting DBH/BTH minimums being removed with the project are being replaced at a higher than 1:1 replacement ratio, as shown on the landscape plan (Figure 3-2, Landscape Plan).

Overall, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be **less than significant**.

Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The site is located in the North County Multiple Habitat Conservation Program (MHCP), which was adopted by SANDAG on March 28, 2003. The North County MHCP covers the City of Oceanside in addition to the cities of Carlsbad, Encinitas, Escondido, San Marcos, Solana Beach, and Vista. Each of these Cities except Solana Beach must complete a Subarea Plan and the Subarea Plan must be approved by the wildlife agencies in order to obtain incidental take permits for covered species. As discussed above, the site does not include any special status species covered by the MHCP but does include annual grasslands (MSCP Group E) habitat, as discussed further below.

The project would directly impact 0.11-acre of disturbed land, 2.76-acres of urban/developed land, and 2.45-acres of non-native grassland. As discussed above, the project impact to this biological resource would be considered significant (**Impact BIO-4**), and the project would provide mitigation (**MM-BIO-2**) at a 0.5 to 1 ratio in accordance with the MHCP guidance (SANDAG 2003; see MSCP Table ES-4). Overall, the proposed project would not conflict with the regulations and guidance provided in the MHCP. Therefore, the proposed project would have a **less than significant impact**.

The proposed project is within the Oceanside Subarea Plan (City of Oceanside 2010), which is the Habitat Conservation Plan utilized by the City to guide protection of biological resources. This habitat conservation plan has not been adopted, and this consistency analysis is provided for informational purposes. According to this plan, the site is not located with an area designated for biological preservation and is not a designated wildlife corridor. The adjacent area to the northwest corner of the project site is identified as a significant biological resources, and is a pre-approved mitigation area (PAMA). The project would include standard measures consistent with the Section 5.2.8 of the Oceanside Subarea Plan to address potential indirect impacts to those adjacent resources (see Section 3.2.5). The Oceanside Subarea Plan (City of Oceanside 2010) identifies non-native grassland as providing biological resource value. As discussed above, the project would provide mitigation for the proposed impacts to non-native grasslands. The mitigation proposed would be consistent with the ratios identified in the Oceanside Subarea Plan. A migratory bird and raptor nest buffer guideline is included in Section 5.2.8 of the Oceanside Subarea Habitat Conservation Plan, which is incorporated into project **MM-BIO-1**. Overall, the project would be consistent with the Oceanside Subarea Plan.

4.1.5 Mitigation Measures

The following mitigation measures would reduce potentially significant impacts to biological resources to a level below significance.

MM-BIO-1 Prior to the issuance of any demolition or grading permit, the associated plans must state the following within the plan notes:

Migratory Bird and Raptor Nest Buffers. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31). Human disturbance shall be restricted around documented nesting habitat during the breeding season based on the following:

To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat would occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or State-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers shall be established:

- No work within 300 feet of a non-listed nesting migratory bird nest, and
- No work within 500 feet of a listed bird or raptor nest.

The City, in consultation with a City-approved biologist and/or Wildlife Agency (if list bird or raptor nest is present), may identify reduced buffers for species depending on site-specific conditions (e.g., the width and type of screening vegetation between the nest and proposed activity), specie's sensitivity to noise, or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance).

MM-BIO-2 Significant impacts to 2.45 acres of non-native grassland shall be mitigated at a 0.5:1 ratio for a total of 1.23 acres of non-native grassland or other City-approved native vegetation community. The mitigation location shall be prioritized as follows: (1) Oceanside Subarea Plan Wildlife Corridor Planning Zone, (2) City of Oceanside, and (3) Northwestern San Diego County area. Mitigation shall be provided via one of the following options:

- **Mitigation Bank Option.** Prior to the issuance of any grading permit, the applicant shall provide proof of purchase of mitigation credits at a mitigation bank within San Diego County equal to 1.23 acres of non-native grasslands or higher value vegetation community.

- **Habitat Preservation Option.** Prior to the issuance of any grading permit, the applicant shall provide evidence to the City of Oceanside Planning Division that a minimum of 1.23 acres of non-native grassland or other City-approved native vegetation community are provided as mitigation through compensatory preservation. The habitat preservation mitigation site shall (1) be protected by a conservation easement or other City-approved mechanism that provides preservation in perpetuity, (2) have a permanent responsible party clearly designated, and (3) be managed in accordance with a Habitat Management Plan in perpetuity. The Habitat Management Plan shall also include Property Analysis Report (PAR) analysis to identify yearly maintenance and monitoring costs pursuant to meeting those performance criteria, as well as identify an initial management fund endowment to provide for management in perpetuity. Prior to grading permit issuance, the applicant shall provide proof that such funds have been provided to the permanent responsible party.

- **Habitat Restoration Option.** Prior to the issuance of any grading permit, the applicant shall provide evidence to the City of Oceanside Planning Division that a minimum of 1.23 acres of habitat intended to be restored to non-native grassland or other City-approved native vegetation community are provided as mitigation. In addition, the applicant shall provide a performance bond to the City prior to the issuance of a grading permit to ensure the completion of the restoration. The habitat restoration mitigation site shall (1) be protected by a conservation easement or other City-approved mechanism that provides preservation in perpetuity, (2) have a permanent responsible party clearly designated, and (3) be managed in accordance with a Habitat Management Plan in perpetuity.

  The Habitat Management Plan shall also include a Property Analysis Record (PAR) to identify yearly maintenance and monitoring costs pursuant to meeting those performance criteria, as well as identify an initial management fund endowment to provide for management in perpetuity. Prior to grading permit issuance, the applicant shall provide proof that such funds have been provided to the permanent responsible party.

  Restoration activities shall be completed in accordance with a Habitat Restoration Plan. Prior to issuance of a grading permit, proof of the initiation of the habitat restoration must be provided to the City.

4.1.6 Level of Significance After Mitigation

With incorporation of Mitigation Measure **(MM-)** BIO-1 and MM-BIO-2, potentially significant impacts to biological resources would be reduced to a level below significance. **MM-BIO-1**, which requires pre-construction nesting bird surveys and nest avoidance measures, would reduce potentially significant direct impacts (**Impact BIO-1**) and indirect impacts (**Impact BIO-3**) to nesting birds protected under the MBTA and California Department of Fish and Game Code to below a level below significance. Mitigation (**MM-BIO-2**) would require the provision of compensatory mitigation for non-native grassland impacts in accordance with the Oceanside Subarea Plan to reduce potentially significant impacts to raptor foraging (**Impact BIO-2**) and non-native grassland (**Impact BIO-4**) to a level below significant.

SOURCE: SANGIS 2017

DUDEK

0 70 140 Feet

FIGURE 4.1-1

Biological Resources

Alta Oceanside Project

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SOURCE: SANGIS 2017, City of Oceanside, Hunsaker 2019

DUDEK

0 70 140 Feet

FIGURE 4.1-2

Biological Impacts

Alta Oceanside Project

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4.2 CULTURAL RESOURCES

This section describes the existing cultural resources of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the proposed Alta Oceanside Project (project). The following analysis is based upon the following studies:

- Cultural Resources Inventory Report for the Alta Oceanside Project, City of Oceanside, California, prepared by Dudek in 2019 (Appendix C of this Environmental Impact Report [EIR])
- Historical Cultural Assessment for 939-1009 North Coast Highway, Oceanside, California, 92054, prepared by Kristi S. Hawthorne in 2019 (Appendix D of this EIR)

4.2.1 Existing Conditions

4.2.1.1 Methodology

South Coastal Information Center Records Search

An examination of existing maps, records, and reports was conducted by Dudek staff to determine if the project could potentially impact previously recorded cultural resources. Dudek staff conducted a records search in January 2019 at the South Coastal Information Center (SCIC) at San Diego State University. The search encompassed the area of potential effect (APE) and a 1-mile buffer around the APE. The APE includes both on site and off site project impact areas, with off-site areas located within North Coast Highway. In addition to a review of previously prepared site records and reports, the records search also involved review of historical maps of the project site and vicinity; ethnographies; the National Register of Historic Places (NRHP); the California Register of Historical Resources (CRHR); the California Historic Property Data File; and the lists of California State Historical Landmarks, California Points of Historical Interest, and Archaeological Determinations of Eligibility.

Native American Correspondence

Dudek requested a search of the Native American Heritage Commission (NAHC) Sacred Lands File for the project APE on January 25, 2019. Based on the information provided in the NAHC response letter dated January 28, 2019, outreach letters were mailed on January 29, 2019 to applicable Native American group representatives to solicit additional information about known Native American resources. To date, three responses have been received from representatives; one letter from the Agua Caliente Band of Cahuilla Indians (February 6, 2019), San Luis Rey Band of Mission Indians (March 12, 2019), and Viejas Band of Kumeyaay Indians (March 18, 2019). See Section 4.2.1.3, Existing Archaeological and Historical Resources, and Appendix C for additional information.

Under CEQA, the lead agency is required to perform formal government-to-government consultation with Native American tribes under Assembly Bill 52 (AB 52). AB 52 is applicable to projects that have a notice of preparation or a notice of negative declaration on or after July 1, 2015. Notification to tribes was completed for AB 52 and three responses have been received regarding tribal consultation. Refer to Section 4.6, Tribal Cultural Resources for details. In summary, the Pechanga Tribe has indicated that the Project area is part of 'Atáaxum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of 'Atáaxum place names, tóota yixélval (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project.

Archaeological Survey

An archaeological survey of the project APE was conducted on January 24, 2019, by archaeologist Scott Wolf using standard archaeological procedures and techniques that meet the Secretary of Interior's standards and guidelines for cultural resources inventory, as well as the City's Historical Resource Guidelines. The intensive-level survey methods consisted of a pedestrian survey conducted in five meter intervals. In this manner, all portions of traversable land were subject to pedestrian survey. Portions of the APE that were previously developed with structures were only photo-documented. An iPad Air with georeferenced project maps and GPS capabilities was used to aid surveying and site recordation. Records of sites previously identified within the APE were loaded onto the iPad for field reference.

Documentation of cultural resources complied with the Office of Historic Preservation's and Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716–44740), and the California Office of Historic Preservation's Planning Bulletin Number 4(a). Any resources identified during this inventory were recorded on California Department of Parks and Recreation Form DPR 523 (Series 1/95) using the Instructions for Recording Cultural Resources (Office of Historic Preservation 1995).

Visibility throughout the project APE was restricted due to development and existing dense vegetation conditions. The areas immediately adjacent to the standing facilities within the APE have been repeatedly graded or otherwise disturbed on or near the immediate ground surface. Additionally a thick mat of green ground covering vegetation (clover and other similar plant species) was noted across the majority of the survey-able portions of the APE. In areas obscured by dense vegetation, ground visibility was considered poor (0–5%); which in turn hindered the possibility of identifying cultural resources.

Built Environment Resources Assessment

A historical cultural assessment report for 939 to 1009 North Coast Highway, Oceanside, California 92054, was prepared by Kristi S. Hawthorne. Background studies comprised of archival research from the Oceanside Historical Society, examination of city and county directories, Los

Assessment books (1897–1953), San Diego County Tax Assessment Rolls, Master Property Records, maps, a field check of the property, census records, interviews and research through historic photos, and of various newspapers were conducted as part of the project. Primary, Continuation and Building, Structure and Object forms for the resource were completed.

4.2.1.2 Regional Prehistoric and Historic Context

Evidence for continuous human occupation in the San Diego County region spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad time frame have led to the development of several cultural chronologies; some of these are based on geologic time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. Each of these reconstructions describes essentially similar trends in assemblage composition in more or less detail. This research employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (pre-5500 BC), Archaic (800 BC–AD 500), Late Prehistoric (AD 500–1769), and Ethnohistoric (post-AD 1769). A detailed description of the history is provided in Appendix C, including reference information.

Some of the earliest dated assemblages in coastal Southern California are dominated by processing tools, which runs counter to traditional notions of mobile hunter/gatherers traversing the landscape for highly valued prey. Evidence for the latter—that is, typical Paleoindian assemblages—may have been located along the coastal margin at one time, prior to glacial desiccation and a rapid rise in sea level during the early Holocene (pre-7500 BP) that submerged as much as 1.8 kilometers of the San Diego coastline. Relevant to the project site due to its location is the debated San Dieguito assemblages that are qualitatively distinct from most others in the San Diego region because the site has large numbers of finely made bifaces (including projectile points), formal flake tools, a biface reduction trajectory, and relatively small amounts of processing tools. Research suggests that the San Dieguito pattern is simply an inland manifestation of a broader economic pattern and this has been widely accepted in recent years, in part because of the difficulty in distinguishing San Dieguito components from other assemblage constituents.

The more than 1,500 year overlap between the presumed age of Paleoindian occupations and the Archaic period highlights the difficulty in defining a cultural chronology in the San Diego region. The Archaic pattern is relatively easy to define, with assemblages that consist primarily of processing tools; milling stones, handstones, battered cobbles, heavy crude scrapers, incipient flake-based tools, and cobble-core reduction. These assemblages occur in all environments across the San Diego region, with little variability in tool composition. Low assemblage variability over time and space among Archaic sites has been equated with cultural conservatism. Despite enormous amounts of archaeological work at Archaic sites, little chance in assemblage composition occurs until the bow and arrow is adopted at around AD 500, and ceramics at approximately the same time. Even then, assemblage formality remains low. After the bow is

adopted, small arrow points appear in large quantities, and already low amounts of formal flake tools are replaced by increasing amounts of expedient flake tools. Similarly, shaped milling stones and handstones decrease in proportion relative to expedient, unshaped groundstone tools. Thus, the terminus of the Archaic period is equally as hard to define as its beginning because basic assemblage constituents and patterns of manufacturing investment remain stable, complimented only by the addition of the bow and ceramics.

The period following the Archaic and prior to Ethnohistoric times (AD 1769) is commonly referred to as the Late Prehistoric. However, several other subdivisions continue to be used to describe various shifts in assemblage composition, including the addition of ceramics and cremation practices. In northern San Diego County, the post-AD 1450 period is called the San Luis Rey Complex. Temporal trends in socioeconomic adaptations during the Late Prehistoric period are poorly understood. True (1980) argued that acorn processing and ceramic use in the northern San Diego region did not occur until the San Luis Rey pattern emerged after approximately AD 1450. It has also been argued that an acorn economy did not appear in the southern San Diego region until just prior to Ethnohistoric times, and that when it did occur, a major shift in social organization followed.

The history of the Native American communities prior to the mid-1700s has largely been reconstructed through later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the San Diego region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims and were combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the San Diego region brought more extensive documentation of Native American communities, although these groups did not become the focus of formal, in-depth ethnographic study until the early 20th century. San Diego County is rich in tribal history and is the location of more federally recognized tribes than anywhere else in the United States: 18 tribes on 18 reservations that cover more than 116,000 acres.

The traditional cultural boundaries between the Luiseño and Kumeyaay Native American tribal groups have been defined by anthropologists (see Appendix C), with the Kumeyaay territory defined in 1769 as 100 miles south of the Mexican border (below Santo Tomas), thence north to the coast at the drainage divide south of the San Luis Rey River including its tributaries. The boundary with the Luiseño then follows that divide inland. The Luiseño territory encompassed an area roughly from what is now Agua Hedionda Creek on the coast, east to Lake Henshaw, north to Lake Elsinore, and west through San Juan Capistrano to the coast.

Mission San Luis Rey was founded in 1789 in the northeastern area of what would become Oceanside. During the 1870s, early pioneers moved into the region and founded the Township of

San Luis Rey. In 1882, railroad construction began between Riverside and San Diego. One year later, Andrew Jackson Myers applied for a Homestead Grant in what would become downtown Oceanside. On July 3, 1888, the City of Oceanside was incorporated and the first rain depot was built. Oceanside continued to grow, with expansion during the 1920s spurred on by construction of a highway through the town that connected Los Angeles and San Diego. In 1942, the Navy took control of Rancho Santa Margarita and renamed it Camp Joseph H. Pendleton. Construction of Camp Pendleton led to a population boom in Oceanside as military members and their families moved into the area; by 1950, the population had nearly tripled. The continued presence of Camp Pendleton and the growth of population in Southern California as a whole led to Oceanside becoming the third largest city in San Diego County.

4.2.1.3 Existing Archaeological and Historical Resources

South Coastal Information Center Records Search Results

As mentioned under methodology, a records search of the project APE and the surrounding 1-mile radius around the project was conducted by Dudek staff at the SCIC.

The records searches indicated that 95 previous studies have been performed in the 1-mile records search area and six of these reports covered the project APE. The reports identified during the SCIC record search for the project site are presented in Table 4.2-1, Previous Cultural Studies on the Project Site. Refer to Appendix C for the complete record search results.

Table 4.2-1
Previous Cultural Studies on the Project Site

Report I.D.	Title	Author	Year
SD-00335	An Archaeological Survey of Proposed New Alignment Of Route 76 Near Oceanside, California	Paul Ezell, Ph.D.	1974
SD-09019	Construction Monitoring Program for the Sewage Effluent Compliance Project Oceanside Outfall Alternative Marine Corps Base, Camp Pendleton And City Of Oceanside San Diego County, California	EDAW Inc.	2003
SD-11197	A Phase I Archaeological Assessment for the Guesthouse Inn Project, City Of Oceanside, APN 143-040-41	Brian F. Smith and Associates	2007
SD-11761	Historic Property Survey Report, I-5 North Coast Widening Project	Caltrans	2007
SD-14069	Cultural And Historical Resource Study for the City Of Oceanside General Plan- Circulation Element Update Program Environmental Impact Report (Peir)	ASM Affiliates Inc.	2011
SD-16127	2007 Cultural Resources Treatment Plan North Coast Interstate 5 Corridor	Caltrans	2008

Source: Appendix C

SCIC records indicate that no previously recorded cultural resources are located within the project APE. However, the records indicate that 29 cultural resources have been recorded within the 1-mile search radius. Of the 29 resources identified in the search radius; 14 are varied prehistoric resources (10 shell scatters/midden sites, and four shell isolates), 15 are historic resources (including 12 historic structures and three refuse deposit/scatters). The cultural resources identified during the SCIC records search for the current project are listed in Table 4.2-2, Previous Cultural Resources identified within 1 Mile of the Project Site.

Table 4.2-2
Previous Cultural Resources identified within 1 Mile of the Project Site

P-Number	Trinomial	Era	Site Type	In/Out APE
P-37-006008	CA-SDI-006008	Prehistoric	Midden Site	Out
P-37-010841	CA-SDI-010841	Prehistoric	Shell Scatter/Midden Site	Out
P-37-014226	CA-SDI-014058	Prehistoric	Shell Scatter	Out
P-37-014369	CA-SDI-014145	Historic	Refuse Scatter	Out
P-37-016259	-	Historic	Single Family Residence	Out
P-37-016260	-	Historic	Single Family Residence	Out
P-37-016261	-	Historic	Single Family Residence	Out
P-37-017018	-	Historic	Roller Rink	Out
P-37-017220	-	Historic	Residential Structure	Out
P-37-018810	-	Prehistoric	Isolated Marine Shell	Out
P-37-018811	-	Prehistoric	Isolated Marine Shell	Out
P-37-018812	-	Prehistoric	Isolated Marine Shell	Out
P-37-018813	-	Historic	Roller Rink	Out
P-37-019165	CA-SDI-015870	Prehistoric	Shell Scatter	Out
P-37-025937	CA-SDI-017245	Historic	Refuse Scatter	Out
P-37-027207	CA-SDI-017796	Prehistoric	Railroad Maintenance Yard	Out
P-37-027736	-	Historic	Single Family Residence	Out
P-37-028816	-	Historic	Municipal Firehouse	Out
P-37-028817	-	Historic	City Hall & Library	Out
P-37-030591	CA-SDI-019441	Prehistoric	Shell Scatter	Out
P-37-030715	-	Historic	Wire Mountain Road Bridge	Out
P-37-031408	CA-SDI-019944	Prehistoric	Shell Scatter	Out
P-37-031409	CA-SDI-019945	Prehistoric	Shell Scatter	Out
P-37-031410	CA-SDI-019946	Prehistoric	Shell Scatter	Out
P-37-031411	CA-SDI-019947	Prehistoric	Shell Scatter	Out
P-37-031412	CA-SDI-019948	Prehistoric	Shell Scatter	Out
P-37-033105	CA-SDI-020845	Historic	Refuse deposit	Out
P-37-033331	-	Prehistoric	Groundstone tool fragment	Out
P-37-036272	-	Historic	Single Family Residence	Out

Source: Appendix C

Additionally, the SCIC Records indicate the presence of a total of 154 previously recorded historic addresses within 1-mile search radius. None of the previously recorded historic addresses are identified within the project APE or are located adjacent to the APE. Refer to Appendix C for the complete list of historic addresses.

Native American Correspondence Results

Coordination

Native American Cami Mojado representing the San Luis Rey Band of Mission Indians was also consulted on January 28, 2019, concerning the newly discovered isolate and to discuss potential mitigation measure for the project. This information was incorporated into the analysis and mitigation under Section 4.2.4, Impacts Analysis, and Section 4.2.6, Mitigation Measures.

Sacred Lands File Search

As discussed in Section 4.2.1.1, Methodology, a search of the NAHC Sacred Lands File (SLF) search was conducted for the project APE and 1-mile buffer on January 28, 2019. The NAHC responded stating that sites have been located within the project APE, and advised that the San Luis Rey Band of Mission Indians and the La Jolla Band of Luiseño Indians be contacted.

The NAHC response letter also included a list of other Native American group representatives who should be contacted for information about these sites. Outreach letters were mailed on January 29, 2019, to all Native American group representatives included on the NAHC contact list (Appendix C). These letters contain a brief description of the planned project, reference maps, and a summary of the NAHC SLF search results. To date, three responses to the SLF search requests have been received for the current proposed project.

On February 06, 2019 the Tribal Historic preservation office for the Agua Caliente Band of Cahuilla Indians responded to the SLF search request, stating that the Project is out of their Tribe's Traditional Use Area and therefore they defer to other tribes in the area once formal government-to-government consultation is initiated by the lead agency for this project.

A second SLF search response form the San Luis Rey Band of Mission Indians was received on March 12, 2019. In this response the San Luis Rey Band of Mission Indians (the Tribe) has intimate knowledge about the many discoveries made throughout the Project Area and is aware of cultural resource sites within close proximity to the proposed Project. The Tribe strongly urges caution in assessing the land encompassing the Project for any ground disturbing purposes, as well as incorporating the presence of a Luiseño Native American monitor during all ground disturbing activities (including but not limited to any and all boring activities) and cultural resource assessment surveys.

The third response to the project SLF search was received on March 18, 2019, from Ray Teran, resources management, representing the Viejas Band of Kumeyaay Indians. Mr. Teran states that, for the Alta Oceanside Project, Viejas recommends that the San Pasqual Band of Mission Indians be notified of the project, they request that all NEPA/CEQA/NAGPRA laws be followed, and that San Pasqual be notified of any project changes and updates.

Consultation

The City sent out notification letters pursuant to Assembly Bill (AB) 52 tribal consultation requirements. Three responses have been received to date. The Rincon Band of Luiseño Indians and Pechanga Band of Luiseño Indians requested consultation. The Agua Caliente Band of Cahuilla Indians response indicated that this project is not located within the Tribe's Traditional Use Area and therefore, they defer to other tribes in the area. The Pechanga Band of Luiseño Indians asserts that the Project area is part of 'Atáaxum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of 'Atáaxum place names, tóota yixélval (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. Consultation is ongoing. Refer to Section 4.6, Tribal Cultural Resources, for additional consultation details.

Archaeological Field Survey Results

One new prehistoric isolated resource, was identified during the January 2019 field visit. This new resource was identified as AO-Iso-001. This newly identified prehistoric resource consists of a single prehistoric lithic tool; a green-gray colored volcanic unifacially-retouched flaked stone tool. No other artifacts were identified associated with this flaked stone tool, thus it was recorded as an isolate; however the reliability of this determination is extremely low with the poor surface visibility due to the presence of dense surface vegetation.

Built Environment Field Survey and Record Search Results

The project site consists of several buildings with a large portion consisting of undeveloped land. The developed parcels front North Coast Highway and include an existing business (The Main Attraction), as well as buildings that are unoccupied or not open to the general public. An evaluation of all structures exceeding 45 years old was completed, for 939, 1003, 1009, and 1015 North Coast Highway. These buildings are postwar commercial buildings with a variety of commercial purposes, including manufacturing, warehouse storage, retail and restaurant. The buildings are ordinary, built for functionality rather than form or style. The buildings are not attributed to a formally trained architect, but likely a local builder or contractor. Below is a discussion of each of these buildings.

939 North Coast Highway

The existing building at 939 North Coast Highway is a one story commercial building that serves as an adult entertainment venue (Figure 2-4, Site Photos, in Chapter 2, Environmental Setting). The shape is rectangular and built of wood and stucco. The front façade has a large awning which runs the length of the building on either side of the entrance. The entry is also covered by an awning that extends further over the concrete sidewalk. Left of the entrance is a larger lighted sign that is mounted to the exterior wall. To the right of the entrance are three tinted windows. Flower beds are on either side of the entry. A driveway to the rear of the building is facing south and a large paved parking lot is situated to the north. The building is in good condition.

A large concrete block warehouse building is located to the west of the main parking, contained in Assessor's Parcel Number (APN) 143-040-26-00 (see Figure 2-4). It features a vertical façade with a square top on either end of the building (north and south), as well as a gabled roof. Each vertical façade rises to form a parapet and was common in western style storefronts. To the north, on the same parcel, is a row of commercial and warehouse buildings of various sizes and construction.

The property was owned at different points in time by the following people: David and Maureen Rorick in 1942; then to William L.D. and Minnie Hamilton, and George A. and Ruby Strahan in 1946; John and Mary Vieszt in 1948; R.G. Hunter in 1953; Jim Brogdon in 1968. Jim Brogdon owned the property until his death in 1997, to which the deed to his properties was given to Judith Edick Trust from Brogdon's widow. The property served as a café and various iterations of clubs (the Wheel Club, the 101 Club, First Edition, Francine's, Pure Platinum, Dirty Dan's, and currently The Main Attraction). See Appendix D for a detailed overview of the history of ownership of 939 North Coast Highway.

1003 and 1009 North Coast Highway

The property located at 1003 North Coast Highway was owned by the following people: Albert Zaiser in 1947; Leonard W. Rounds in 1954; Henry E. Ellery in 1959; Vern Boe in 1971; Gene and Judith Edick in 1999. The property on 1009 North Coast Highway was owned by the following people at different points of time: Albert Zaiser in 1947; Henry Ellery in 1959; Vern Boe in 1972; Gene and Judith Edick in 1999.

The buildings located at 1009 North Coast Highway served a number of different businesses, including Cummins & Skiba Building Materials in 1948, Smith Plumbing Co. in 1949; Solana Beach Cabinet Shop in 2950s; Jerry's Military & Sporting Goods from 1952 to 1963; Dragmaster Company in 1963; North County Electronics in 1971; Coleman's Appliance Service in 1977 and Pro Motion Wetsuits in 1981.

The building at 1003 North Coast Highway was demolished in 1999, leaving a large cement block warehouse. See Appendix D for a detailed overview of the history of 1003 and 1009 North Coast Highway.

1015 North Coast Highway

Frank A. Murch acquired 1015 North Coast Highway in 1929, and subsequently sold the property to Texaco (formerly known as the Texas Company) in 1930. The service station operated until it closed in the mid-1960s, due in large part to the new Interstate. The Interstate had opened in the 1950s which diverted traffic from the old Highway 101, along with competition from other nearby stations, resulted in the closure of the station. The development was dismantled. The property was purchased by Frank and Dorothy Satten in the mid-1960s, then was purchased by Judith Edick in 2011. See Appendix D for a detailed overview of the history of 1015 North Coast Highway.

4.2.2 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) establishes the federal policy for preservation of historical resources, including archaeological sites, and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (e.g., historic properties) prior to undertakings.

Section 106 of the NHPA requires federal agencies to take into account the effects of projects on historic properties (resources included in or eligible for the NRHP). It also gives the Advisory Council on Historic Preservation and the state historic preservation offices an opportunity to consult.

Executive Order 11593, Protection and Enhancement of the Cultural Environment

Executive Order 11593 (36 Federal Register 8921) (1) orders the protection and enhancement of the cultural environment through requiring federal agencies to administer the cultural properties under their control in a spirit of stewardship and trusteeship for future generations; (2) initiates measures necessary to direct their policies, plans, and programs in such a way that federally owned sites, structures, and objects of historical, architectural, or archaeological significance are preserved, restored, and maintained for the inspiration and benefit of the people; and (3) in consultation with the Advisory Council on Historic Preservation, institutes procedures to assure that federal plans and programs contribute to the preservation and enhancement of non-federally owned sites, structures, and objects of historical, architectural, or archaeological significance (16 USC 470-1).

National Register of Historic Places

The NRHP is the nation's official list of historic places. The register is overseen by the National Park Service and requires that a property or resource eligible for listing in the register meet one or more of the following four criteria at the national, state, or local level to ensure integrity and obtain official designation:

- The property is associated with events that have made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant to our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which the person achieved significance.
- The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- The property has yielded, or is likely to yield, information important to prehistory or history.

In addition to meeting at least one of these four criteria, listed properties must also retain sufficient physical integrity of those features necessary to convey historic significance. The register has identified the following seven aspects of integrity: (1) location, (2) design, (3) setting, (4) materials, (5) workmanship, (6) feeling, and (7) association.

Properties are nominated to the register by the state historic preservation officer of the state in which the property is located, by the federal preservation officer for properties under federal ownership or control, or by the tribal preservation officer if on tribal lands. Listing in the NRHP provides formal recognition of a property's historic, architectural, or archaeological significance based on national standards used by every state. Once a property is listed in the NRHP, it becomes searchable in the NRHP database of research information. Documentation of a property's historic significance helps encourage preservation of the resource.

State

California Public Resources Code

California Public Resources Code (PRC), Sections 5097–5097.6, identify that the unauthorized disturbance or removal of archaeological or historical resources located on public lands is a misdemeanor. It prohibits the knowing destruction of objects of antiquity without a permit (express permission) on public lands, and it provides for criminal sanctions. This section was amended in 1987 to require consultation with the Native American Heritage Commission (NAHC) whenever Native American graves are found. Violations that involve taking or possessing remains or artifacts are felonies.

California Public Resources Code, Section 5097.5, states that "no person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historic feature situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

California Register of Historical Resources

In California, per the PRC, the term "cultural resource" includes "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economical, agricultural, educational, social, political, military, or cultural annals of California" (PRC Section 5020.1(j)). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's cultural resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1(a)). A resource is eligible for listing in the CRHR if the State Cultural Resources Commission determines that it is a significant resource and that is meets any of the following criteria (PRC Section 5024.1(c)):

1. Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents to work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Per the California Code of Regulations (CCR), resources less than 50 years old are not considered for listing in the CRHR, but may be considered if it can be demonstrated that sufficient time has passed to understand the historical important of the resource (see 14 CCR, Section 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the National Register of Historic Places (NRHP), and properties listed for formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local cultural resource surveys. The State Historic Preservation Office maintains the CRHR.

Native American Historic Resources Protection Act

The Native American Historic Resources Protection Act (PRC Section 5097 et seq.) addressed the disposition of Native American burials in archaeological sites, and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native America skeletal remains are discovered during construction of a project; and establishes the Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to one ear to deface or destroy a Native American historic or cultural site that is listed or may be eligible for listing in the CRHR.

California Environmental Quality Act

As described further below, the following CEQA statutes and CEQA Guidelines are relevant to the analysis of archaeological and historic resources:

- PRC Section 21083.2(g) defines "unique archaeological resource."
- PRC Section 21084.1 and CEQA Guidelines Section 15064.2(a) define cultural resources. In addition, CEQA Guidelines Section 15064.2(b) defines the phrase "substantial adverse change" in the significance of a cultural resource. It also defines the circumstances when a project would materially impair the significance of a cultural resource.
- PRC Section 21074 (a): defines "tribal cultural resources" and Section 21074(b) defines a "cultural landscape."
- PRC Section 5097.98 and CEQA Guidelines Section 15064.2(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- PRC Sections 21083.2(b)–(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including options of preservation-in-place mitigation measures. Preservation-in-place is identified as the preferred manner of mitigating impacts to significant archaeological sites.

Under CEQA, a project may have a significant impact on the environment if it may cause "a substantial adverse change in the significance of an [sic] cultural resource" (PRC Section 21084.1; CEQA Guidelines Section 15064.2(b)). A "cultural resource" is any site listed or eligible for listing in the CRHR. The term "cultural resource" also includes any site described in a local register of historic resources, or identified as significant in a cultural resources survey (meeting the requirements of PRC Section 5024.1(q)).

CEQA also applies to "unique archaeological resources." PRC Section 21083.2(g) defines a "unique archaeological resource" as any archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In 2014, CEQA was amended through Assembly Bill 52 to apply to "tribal culture resources" as well. Specifically, PRC Section 21074 provides guidance for defining tribal cultural resources as either of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: (A) included or determined to be eligible for inclusion in the California Register of Cultural Resources or (B) included in a local register of cultural resources as defined in subdivision (k) of §5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of §5024.1. In applying the criteria set forth in subdivision (c) of §5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe. A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

All cultural resources and unique archaeological resources—as defined by statute—are presumed to be historically or culturally significant for the purposes of CEQA (PRC Section 21084.1; 14 CCR 15064.5(a)). The lead agency is not precluded from determining that a resource is a cultural resource even if it does not fall within this presumption (PRC Section 21084.1; 14 CCR 15064.5(a)). A site or resource that does not meet the definition of a "cultural resource" or "unique archaeological resource" is not considered significant under CEQA and need not be analyzed further (PRC Section 21083.2(a); 14 CCR 15064.5(c)(4)).

Under CEQA, a significant cultural impact results from a "substantial adverse change in the significance of an historical resource [including a unique archaeological resource]" due to the

"physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (14 CCR 15064.5(b)(1); PRC Section 5020.1(q)). In turn, the significance of a cultural resource is materially impaired when a project (14 CCR 15064.5(b)(2)):

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a cultural resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, CEQA first evaluates whether a project site contains any "cultural resources," then assesses whether that project would cause a substantial adverse change in the significance of a cultural resource such that the resource's historical significance is materially impaired.

When a project significantly affects a unique archaeological resource, CEQA imposes special mitigation requirements. Specifically (PRC Sections 21083.2(b)(1)–21083.2(b)(4)):

> [i]f it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:
>
> 1. Planning construction to avoid archaeological sites.
> 2. Deeding archaeological sites into permanent conservation easements.
> 3. Capping or covering archaeological sites with a layer of soil before building on the sites.
> 4. Planning parks, greenspace, or other open space to incorporate archaeological sites.

If "preservation in place" options are not feasible, mitigation may be accomplished through data recovery (PRC Section 21083.2(d); 14 CCR 15126.4(b)(3)(C)). PRC Section 21083.2(d) states that:

> [e]xcavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. Excavation as mitigation shall not be required for a unique archaeological resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, if this determination is documented in the environmental impact report.

These same requirements are set forth in slightly greater detail in CEQA Guidelines Section 15126.4(b)(3), as follows (14 CCR 15126.4(b)(3)):

A. Preservation in place is the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.

B. Preservation in place may be accomplished by, but is not limited to, the following:

    1. Planning construction to avoid archaeological sites;

    2. Incorporation of sites within parks, greenspace, or other open space;

    3. Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site[; and]

    4. Deeding the site into a permanent conservation easement.

C. When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the cultural resource, shall be prepared and adopted prior to any excavation being undertaken.

Note that, when conducting data recovery, "[i]f an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation" (14 CCR 15126.4(b)(3)). However, "[d]ata recovery shall not be required for an historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historic resource, provided that determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center" (14 CCR 15126.4(b)(3)(D)).

Finally, CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are set forth in PRC Section 5097.98.

California Health and Safety Code

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (California Health and Safety Code, Section 7050.5b). If the coroner determines or has reason to believe that the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (California Health and Safety Code Section 7050.5c). The NAHC will notify the most likely descendent (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 48 hours of the MLD being granted access to the site. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Assembly Bill 52

AB 52, in effect as of July 1, 2015, introduces the tribal cultural resource (TCR) as a class of cultural resource and additional considerations relating to Native American consultation into CEQA. As a general concept, a TCR is similar to the federally defined TCP; however, it incorporates consideration of local and state significance and required mitigation under CEQA. A TCR may be considered significant if included in a local or state register of historical resources; determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1; is a geographically defined cultural landscape that meets one or more of these criteria; or is a historical resource described in PRC Section 21084.1, a unique archaeological resources described in PRC Section 21083.2, or is a non-unique archaeological resource if it conforms with the above criteria. Because an assessment of project-related impacts on TCRs involves analytical requirements different from those that apply to impacts on archaeological resources, this EIR includes a separate discussion of TCRs in Section 4.6.

Local

City of Oceanside General Plan

Cultural resources are addressed in the Environmental Resources Management Element and the Land Use Element. The Environmental Resources Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation

of such sites when planning development. Specifically the Environmental Resource Management Element has the following objective for cultural sites:

- Encourage the conservation and protection of significant cultural resources for future scientific, historic, and educational purposes.

In order to achieve this objective, the City of Oceanside (City) will:

1. Encourage the use of "O" zoning and open space easements for the preservation of cultural sites.
2. Encourage private organizations to acquire, restore, and maintain significant historical sites.
3. Encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the areas and to forward this information to appropriate County agencies for inclusion in the San Diego County Natural Resources Inventory.

The Land Use Element provides designations for historic areas in order to preserve cultural resources. The Land Use Element states the following policy relevant to historic sites:

- **1.33 Historic Areas and Sites, Policy A:** The City shall utilize adopted criteria, such as the "Mission San Luis Rey Historic Area Development Program and Design Guidelines," to preserve and further enhance designated historic or cultural resources.

The Land Use Element further contains the following policies regarding cultural resources:

- **3.2A:** The City shall encourage open space land use designations and open space land use designations and open space zoning or open space easements for the preservation of cultural resources.
- **3.2B:** The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.
- **3.2C:** Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.
- **3.2D:** An archeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:
    1. The site is completely or largely in a natural state;
    2. There are recorded sites on nearby properties;

3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
4. The project site includes large boulders and/or oak trees; or
5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation Ordinance

Chapter 14A of the City's Municipal Code, referred to as the Historic Preservation Ordinance, identifies evaluation criteria under which a historical site or area may be designated in Section 14A.6, as follows (City of Oceanside 2018):

a) It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or
b) It is identified with persons or events significant in local, state, or national history; or
c) It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
d) It is representative of the notable work of a builder, designer, or architect; or
e) It is found by the council to have significant characteristics which should come under the protection of this chapter.

4.2.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to cultural resources are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to cultural resources would occur if the proposed project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to in CEQA Guidelines Section 15064.2.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.2.
3. Disturb any human remains, including those interred outside of formal cemeteries.

The CEQA Guidelines state that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource's significance. To best mitigate the effects of a project on cultural resources, a lead agency must make a reasonable, good faith effort to determine their historical or archaeological character and eligibility for listing in the CRHR. Of the four primary CRHR criteria for making such recommendations listed in Section 4.2.2, Regulatory Setting, Criterion 4 is most applicable for directing Phase I archaeological

investigations. To be eligible for listing in the CRHR, a site must have "yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation" (PRC Section 5024.1; 14 CCR 4852).

4.2.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.2?

Six historical-era (greater than 45 years old) structures are present on the project site, as described in Section 4.2.1.3 These structures were evaluated according to the NRHP/CRHR significance criteria. Below is the evaluation of each criteria provided in the Historical Cultural Assessment (Appendix D):

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context. The event or trends must clearly be important within the associated context. Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A – the property's specific association must be considered important as well. No known significant events occurred on the project site before or after the buildings were constructed. The identified buildings are not significant under Criterion A.

Criterion B/2: That are associated with the lives of persons significant in our past.

Criterion B applies to properties associated with individual whose specific contributions to history can be identified and documented. Person "significant in our past" refers to individuals whose activities are demonstrably important within a local, state or national historic context. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements. The persons associated with the property must be individually significant within a historic event. Significant individuals must be directly associated with the nominated party.

Properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance. Speculative associations are not acceptable. Documentation must make clear how the nominated property represents an individual's significant contributions. A property must retain integrity from the period of its significant historic associations. Architects are often represented by their works, which are eligible under Criterion C. Their homes, however, can be eligible for consideration under Criterion B, if these properties were personally associated with the individual.

While the identified buildings on the project site are associated with a number of noteworthy people in Oceanside's history and development (see Section 4.2.1.3, Existing Archaeological and Historical Resources, under "Built Environment Field Survey and Record Search Results"), the identified buildings are not significant under Criterion B.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Properties may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entry whose components may lack individual distinction. Properties which embody the distinctive characteristics of a type, period, or method of construction refer to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. Distinctive characteristics are the physical features or traits that commonly recur in individual types, period, or methods of construction. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction.

A master is a figure or generally recognized greatness in a field, a known craftsman or consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality. The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular them in his or her craft.

The identified buildings are not considered to be a work of a master architect or craftsman. The identified buildings area not significant under Criterion C. As discussed in Section 4.2.1.3, the buildings on site are postwar commercial buildings built for functionality rather than form or style.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

Properties may be eligible under Criterion D if they have yielded, or may be likely to yield, information important in prehistory of history.

The Historical Cultural Assessment did not identify any pre-historical or historical information about the project site. It is unlikely that any further information of importance would be revealed with additional study. The identified buildings are not significant under Criterion D.

City of Oceanside Historic Preservation Ordinance

The criteria identified in the City's Historic Preservation Ordinance are similar to the criteria for listing in the NRHP or CRHR, as discussed in Section 4.2.2, Regulatory Setting. As such, for the reasons detailed previously, the structures on the project site are recommended not eligible for local listing under all applicable designation criteria.

Conclusion

The identified buildings on the project site do not possess any notable design features, they are not the work of a master architect or craftsman, and are not constructed of rare or unique materials. The buildings do not qualify for nomination to the national, state or local historical resources registers. The SCIC records search as discussed in Section 4.2.1.3 identified 154 previous recorded historic addresses within the 1-mile search radius, however none were within the project's APE, are adjacent to the site or would otherwise be affected by the project. The project would not result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.2. Therefore, the project would result in a **less than significant impact**.

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.2?

As discussed under Section 4.2.1, a records search was conducted for the APE and surrounding 1-mile radius at the SCIC on January 23, 2019. These records indicate that there are no previously recorded cultural resourced located within the project APE, however there are 29 cultural resources identified within the 1-mile search radius (see Table 4.2-2). However, one prehistoric isolated resource (Isolate AO-Iso-001) was located on the project site during the archaeological field survey conducted on January 24, 2019.

Isolate AO-Iso-001, as discussed in Section 4.2.1.3, is a single prehistoric lithic tool measuring and consist of an interior flake that demonstrates unifacial pressure-flaking scars along the dorsal flake edge. No other resources were found near Isolate AO-Iso-001 or within the project site, however surface visibility was extremely poor due to overgrown, dense vegetation. Due to the overgrown vegetation and the ground-disturbing construction activities that would take place, there is a potential to uncover more surface or sub-surface resources within the project site. Therefore, the Project would have a **potentially significant impact** (**Impact CUL-1**) on archaeological resources pursuant to CEQA Guidelines Section 15064.2 and would require mitigation measures (**MM-CUL-1**).

Would the project disturb any human remains, including those interred outside of formal cemeteries?

The project site is not used as a cemetery and is not otherwise known to contain human remains. Additionally, no evidence of human remains were discovered during the field survey. The project site was not tested for human remains. The project shall comply with Section 7050.5 of the California Health and Safety Code, which requires the County Coroner to be notified within 24 hours of any human remain discoveries and a stop work until the Coroner has determined the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, this regulation also requires the Coroner to notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the MLD from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. As such, the project would have **no impact** to human remains. None-the-less, it is noted that the standard archaeological monitoring mitigation (**MM-CUL-1**) provided to address **Impact CUL-1** includes a provision to address any unforeseen discovery of human remains as well and reinforces the implementation of these mandated regulations, consistent with California Health and Safety Code Section 7050.5.

4.2.5 Mitigation Measures

The following mitigation measure would reduce potentially significant impacts to archaeological to a level below significance.

MM-CUL-1 Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseno Tribe". 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 "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseno Tribe" 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 tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities.

Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.

The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.

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. In order to prevent unnecessary negative effects to cultural resources within the project's APE, a brief archaeological sensitivity training would be provided during this pre-grading meeting with the grading contractor. This training would include a discussion concerning resources located in proximity to designated work areas.

The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, grading and/or other initial ground altering activities to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources.

In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, the San Luis Rey Band, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.

The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these 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 the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant, the San Luis Rey Band shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary 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 tribal cultural resources, 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 area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the San Luis Rey Band. 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 tribal 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. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.

The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the San Luis Rey Band for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No tribal cultural resources shall be subject to curation.

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 of Oceanside Planning Division for approval.

As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site 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 Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 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. If suspected 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. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendent.

4.2.6 Level of Significance After Mitigation

The project site and its associated historic-era structures were determined not to be eligible for listing under NRHP/CRHR or locally. Therefore, they are not considered historic resources, and impacts would be less than significant.

With the incorporation of **MM-CUL-1**, potentially significant impacts to cultural and archaeological resources would be reduced to a level below significance.

No known human remains are located on the site. With compliance with Section 7050.5 of the California Health and Safety Code and California Public Resources Code, Section 5097.98, no impact related to any unexpected human remain discovery would occur and no mitigation is required.

4.3 GEOLOGY AND SOILS

This section describes the existing geological setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the Alta Oceanside Project (proposed project). The following analysis is based on the Geotechnical Update Report that was prepared for the proposed project by Leighton and Associates Inc. in 2019 and is incorporated by reference herein. The Geotechnical Report is included in Appendix E of this Environmental Impact Report (EIR). A geotechnical report update letter is also included as Appendix F.

4.3.1 Existing Conditions

4.3.1.1 Regional Geologic Setting

The site is located within the coastal subprovince of the Peninsular Ranges Geomorphic Province, near the western edge of the Southern California batholith. Throughout the last 54 million years, the area known as the "San Diego Embayment" has gone through several episodes of marine inundation and subsequent marine regression, resulting in the deposition of a thick sequence of marine and nonmarine sedimentary rocks on the basement rock of the Southern California batholithic. Gradual emergence of the region from the sea occurred in Pleistocene time, and numerous wave-cut platforms, most of which were covered by relatively thin marine and nonmarine terrace deposits, formed as the sea receded from the land. Accelerated fluvial erosion during periods of heavy rainfall, coupled with the lowering of the base sea level during Quaternary times, resulted in the rolling hills, mesas, and deeply incised canyons which characterize the landforms we see in the general site area today.

4.3.1.2 Site Geology

Topography

The 5.3-acre project site is located in the western portion of the City of Oceanside (City), which is within the northwestern portion of San Diego County (County) (Figure 2-1, Project Location). The site is located on a mesa top. The site has been graded previously for existing on-site commercial development as well as adjacent developments. The topography of the project site is generally flat, with a slight slope towards the southwest end of the project site. The northern portion of the site encompassing Costa Pacifica Way slopes steeply to the west serving the Seacliff community. Elevations range from approximately 31 feet above mean sea level in the northwestern corner of the project site, to approximately 61 feet above mean sea level on the eastern edge of the project site.

Soil and Geologic Conditions

Based on subsurface exploration, aerial photographic analysis, and review of pertinent geologic literature and maps, the geologic units underlying the site consists of relatively thin veneers of undocumented fill over Quaternary-aged Old Paralic Deposits, which overlies the Tertiary-aged San Mateo Formation. A brief description of the geologic units encountered on the site is presented below. Refer to Figure 4.3-1, Geologic Map, for the locations of these geologic units on site. Refer to the cross sections included in Appendix F for additional details regarding the vertical layering of these formations.

Undocumented Fill Material (Afu)

The undocumented fill soils generally consist of loose to medium dense silty sands that are generally less than 1 to 3 feet in depth. However, deeper areas of undocumented fills associated with previously site development (i.e., utility trench backfill and other excavations) should be anticipated across the site. The fill material is assumed to be derived from the underlying Old Paralic Deposits.

Quaternary Old Paralic Deposits

Quaternary-aged Old Paralic (Terrace) Deposits were encountered at shallow depths during our investigation. As encountered, these soils were observed to generally consist of orange-brown to red brown, damp to moist, medium dense to very dense silty fine to medium grained sands with localized cobble lenses, and sandy silt. These units are massive and abundant iron oxide staining was visible throughout the exposures. These deposits may have localized friable sand zones present.

Tertiary-aged San Mateo Formation

The Tertiary-aged San Mateo Formation underlies the entire site at depth. As encountered in the recent boring and previous trench explorations to the west, the San Mateo Formation generally consists of moderately well bedded to laminated, yellow-gray to orange-brown and light gray silty to very silty fine grained micaceous sandstone and massive, friable, gray silty fine- to medium-grained sandstone to sandy siltstone.

Geologic Hazards

Faulting and Seismicity

The project site can be considered to lie within a seismically active region, as can all of Southern California. The California Mining and Geology Board defines an active fault as a fault which has had surface displacement within Holocene time (about the last 11,000 years). The state geologist has defined a pre-Holocene fault as any fault considered to have been active during Quaternary time (last 1,600,000 years). This definition is used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Earthquake Faulting Zones Act of 1972 (Alquist-Priolo Act) and

as most recently revised in 2007. The intent of this act is to assure that unwise urban development and certain habitable structures do not occur across the traces of active faults. Based on Geotechnical Update Report, the site is not located within any Earthquake Fault Zone (EFZ) as documented by the Alquist-Priolo Act. The report indicates that there are no known major or active faults on or in the immediate vicinity of the site. The nearest active regional fault is the Newport-Inglewood Fault Zone located offshore approximately 3.7 miles west of the site.

Utilizing American Society of Civil Engineers (ASCE) Standard 7-10, the following additional parameters for the peak horizontal ground acceleration are associated with the Geometric Mean Maximum Considered Earthquake (MCEG). The mapped MCEG peak ground acceleration (PGA) is 0.468g for the project site. For a Site Class D, the FPGA is 1.032 and the mapped peak ground acceleration adjusted for Site Class effects (PGAM) is 0.483g for the project site.

Ground rupture because of active faulting is not likely to occur on site due to the absence of known active faults. Cracking due to shaking from distant seismic events is not considered an existing significant hazard, although it is a possibility at any site in Southern California.

Liquefaction

Liquefaction and dynamic settlement of soils can be caused by strong vibratory motion due to earthquakes. Both research and historical data indicate that loose, saturated, granular soils are susceptible to liquefaction and dynamic settlement. Liquefaction is typified by a loss of shear strength in the affected soil layer, thereby causing the soil to behave as a viscous liquid. This effect may be manifested by excessive settlements and sand boils at the ground surface. The on-site soils are not considered liquefiable due to their relatively dense condition.

Landslides

The site is located at the top of a mesa, with slopes downward to the northwest. Potential for landslides are also considered negligible based on the soil types present and conditions. During the site reconnaissance for the Geotechnical Report (Appendix E), no evidence of landslides or instability was found.

Groundwater

Groundwater was not encountered during site geologic testing, although localized perched water may seasonally be encountered along geologic contacts. In summary, groundwater is not expected to impact the proposed development considering the estimated depth of the proposed improvements. However, groundwater may be encountered during deep excavations, such as, piles for shoring, if a basement or deep excavation is proposed. In addition, seepage conditions may locally be encountered after periods of heavy rainfall or irrigation. These conditions can be treated on an individual basis during construction, if they occur.

4.3.1.3 Paleontological Resource Setting

The proposed project site is underlain by middle to late Pleistocene (~781,000 years ago – 11,700 years ago) old paralic deposits (map unit Qop_{6-7}) that are roughly correlative to the Bay Point Formation (Kennedy et al. 2007). Paralic deposits are characterized by sediments that were deposited at or near sea level in in marine and terrestrial environments such as deltas, estuaries, tidal flats, beaches, lagoons, and shallow subtidal shelves. Because of this, these deposits have the potential to preserve both marine and non-marine animals and plants. Pleistocene marine terrace deposits in northern San Diego County have yielded an assortment of well-preserved shells of marine and estuarine invertebrates, including mollusks (e.g., clams, oysters, scallops, snails, and scaphopods), crustaceans (e.g., ostracods, crabs, and barnacles), and echinoderms (e.g., sea urchins and sand dollars) (County of San Diego 2007). River terrace deposits of the same age have yielded specimens of amphibians, reptiles, birds, and mammals (County of San Diego 2007). Numerous fossil localities from older sedimentary deposits (e.g., San Mateo Formation) are also known from Lawrence Canyon, on the east side of the I-5 and SR-76 interchange, within a mile of the project (Deméré and Siren 2009). The San Luis Rey River valley has produced many important fossil localities (Deméré et al. 2013). Moreover, approximately 4 miles inland from the project area and still within the City, Guthrie (2010) reported on fossils of turtle, frog, fish, and 21 species of birds from Pleistocene lacustrine deposits. Based on the quality of preservation and diversity of the fauna, these fossils are considered scientifically significant, thus giving old Paralic Deposits a high sensitivity rating.

4.3.2 Regulatory Setting

Federal

International Building Code

The International Building Code (IBC) is a model building code developed by the International Code Council that provides the basis for the CBC. The purpose of the IBC is to provide minimum standards for building construction to ensure public safety, health, and welfare. Prior to the creation of the IBC, several different building codes were used; however, by the year 2000, the IBC had replaced these previous codes. The IBC is updated every 3 years.

Occupational Safety and Health Administration Regulations

Excavation and trenching are among the most hazardous construction activities. The Occupational Safety and Health Administration (OSHA) Excavation and Trenching standard, Title 29 of the Code of Federal Regulations, Part 1926.650 et seq., covers requirements for excavation and trenching operations. OSHA requires that excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

State

California Geologic Survey

The California Geologic Survey provides guidance with regard to seismic hazards. The California Geologic Survey's Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California (CGS 2008), provides guidance for evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigation.

State of California Division of Occupational Safety and Health, California Department of Industrial Relations

The State of California Division of Occupational Safety and Health (CalOSHA) Excavations Standard (Subchapter 4, Article 6) details requirements for excavation operations. CalOSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area. Article 6 also includes a Tailgate/Toolbox Guide for Trenching Safety before and during excavation activities.

California Building Code

The CBC has been codified in the California Code of Regulations as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating building standards. Under state law, building standards must be centralized in Title 24 to be enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use, occupancy, location, and maintenance of all building and structures within its jurisdiction. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California. The CBC describes requirements for engineering geologic reports, supplemental ground-response reports, and geotechnical reports (California Building Standards Commission 2016).

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (California Public Resources Code, Sections 2621–2630) regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The act helps define areas where fault rupture is most likely to occur. The act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active. Late Quaternary and

Quaternary age faults are considered potentially active and pre-Quaternary age faults are considered inactive. These classifications are qualified by the conditions that a fault must be shown to be sufficiently active and well defined by detailed site-specific geologic explorations in order to determine whether building setbacks should be established. Cities and counties affected by the zones must regulate certain development projects within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. The project site is not identified on an Alquist-Priolo Earthquake Fault Zoning Map.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (California Public Resources Code, Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction, landslides, strong ground shaking, or other earthquake and geologic hazards. The Seismic Hazards Mapping Act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils. The project site is not identified on a seismic hazards map.

CEQA- Paleontological Resources

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under state (CEQA) laws and regulations. This study satisfies project requirements in accordance with CEQA (13 PRC, 2100 et seq.) and Public Resources Code Section 5097.5 (Stats 1965, c 1136, p. 2792). This analysis also complies with guidelines and significance criteria specified by the SVP (2010).

Paleontological resources are explicitly afforded protection by CEQA, specifically in Section VII(f) of CEQA Guidelines Appendix G, the "Environmental Checklist Form," which addresses the potential for adverse impacts to "unique paleontological resource[s] or site[s] or … unique geological feature[s]." This provision covers fossils of signal importance – remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group – as well as localities that yield fossils significant in their abundance, diversity, preservation, and so forth. Further, CEQA provides that generally, a resource shall be considered "historically significant" if it has yielded or may be likely to yield information important in prehistory (PRC 15064.5 [a][3][D]). Paleontological resources would fall within this category. The PRC, Chapter 1.7, sections 5097.5 and 30244 also regulates removal of paleontological resources from state lands, defines unauthorized removal of fossil resources as a misdemeanor, and requires mitigation of disturbed sites.

Local

City of Oceanside General Plan

State of California law requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the City's future. General Plans are also required to contain specific elements regarding different areas of planning; relevant elements include land use, environmental resource management, and public safety. While each element outlines policies, plans, and goals that guide the City to maintaining and improving each area of development, the Public Safety Element specifically addresses seismic hazards and geologic conditions. The Public Safety Element includes the following seismic and geologic hazard objectives:

1. Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.
2. Minimize the risk of occupancy of all structures from seismic and geologic occurrences.
3. Provide to the public all available information about existing seismic and geologic conditions.

The Public Safety Element includes the Public Safety Plan that includes definitions, maps, and mitigation information for seismic and geologic hazards that exist within the City.

The Environmental Resource Management Element includes the following policy for soil, erosion, and drainage:

1. Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons.

The Environmental Resource Management Element also provides a general map of soil types within the City (Figure ERM-3, Soil & Land Forms).

The Land Use Element contains the following objectives and policies regarding geology and soils:

3.14 Grading and Excavations, Objective: To provide mitigation recommendations for grading and excavations in the City of Oceanside.

Policy 3.14A: Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures:

1. Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible.
2. Plant bare slopes and cleared areas with appropriate vegetation immediately after grading.
3. Chemically treat soils to increase stability and resistance to erosion.

4. Install retaining structures where appropriate.
5. Construct drainage systems to direct and control rate of surface runoff.
6. Construct silt traps and settling basins in drainage systems.
7. Construct weirs and check dams on streams.

City of Oceanside Building Code

Chapter 6, Building Construction Regulations, of the City's Municipal Code outlines the regulations and requirements for construction of buildings within the City's jurisdiction, including seismic and geologic safety design standards. The City adopts the most recent CBC as the local building code and makes amendments as needed.

City of Oceanside Grading Ordinance

City of Oceanside Grading Ordinance (City of Oceanside 1992) requires that all grading, clearing, brushing, or grubbing on natural or existing grade must have a grading permit from the City Engineer. A Landscape and Irrigation Plan is required for developments such as but not limited to commercial, grading permits, grading slopes, industrial, parking lots, planned residential developments, remodeling which requires a permit, and subdivisions. Said plan shall include details regarding landscaping, erosion control, and irrigation features. Section 1501(d) of the City's Grading Ordinance details requirements and practices of the Erosion Control System to lessen the potential for sediment runoff and erosion.

4.3.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to geology and soils are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to geology and soils would occur if the proposed project would (14 CCR 15000 et seq.):

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. 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.
    b. Strong seismic ground shaking.

c. Seismic-related ground failure, including liquefaction.

d. Landslides.

2. Result in substantial soil erosion or the loss of topsoil.

3. 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.

4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

5. 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.

6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.3.4 Impacts Analysis

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (a) 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 based on other substantial evidence of as known fault. (Refer to Division of Mines and Geology Special Publication 42); (b) strong seismic ground shaking; (c) seismic-related ground failure, including liquefaction; or (d) landslides?

No known active or potentially active faults exist on or are adjacent to the project site. Additionally, the proposed project is not located within an Alquist-Priolo Earthquake Fault Zone or identified on a seismic hazard map per the Seismic Hazards Mapping Act. Ground surface rupture or cracking of the ground surface due to an active fault is, therefore, considered unlikely on the project site.

Due to regional proximity to major known active fault zones such as the Newport-Inglewood Fault, Rose Canyon Fault, Lake Elsinore Fault, and San Jacinto Fault, the project site lies in a seismically active region. The project site is likely to be subjected to strong ground motion from seismic activity similar to that of the rest of the San Diego County and Southern California, due to the seismic activity of the region as a whole. With adherence to the IBC and CBC requiring specific performance standards and the associated incorporation of the geotechnical recommendations provided in the Geotechnical Report Update pursuant to those requirements, project impacts related to strong seismic ground shaking would be less than significant.

The proposed project site consists of undocumented fill soils (Afu), quaternary-aged Old Paralic (Terrace) Deposits, and Tertiary-aged San Mateo Formation. The on-site soils are not considered liquefiable due to their relatively dense condition and absence of shallow groundwater, and they have a very low to low expansion range. Considering planned excavation and foundation design measures as required under CBC, would be included in the project, dynamic settlement potential would be negligible. Therefore, impacts due to liquefaction would be less than significant.

During the site reconnaissance for the Geotechnical Report Update, no evidence of landslides or instability was found. In addition, the project would be required to comply with standard CBC and IBC requirements and local grading standards that minimize geologic hazards, including seismic-related ground failure. The Geotechnical Report Update provides recommendations for measures in compliance with these building code requirements and local grading standards, such as remedial grading, compaction of fill material, and shoring of excavations, and utilizing other standard methods of construction in compliance with applicable local, state, and federal building construction standards, as provided in Appendix E. With incorporation of the recommendations, impacts associated with landslides or instability would be less than significant.

Overall, the project would result in a **less than significant** impact related to risk of loss, injury, or death involving earthquake faults, seismic ground shaking and seismic-related ground failure considering compliance with the IBC and CDC requirements.

Would the project result in substantial soil erosion or the loss of topsoil?

The potential for erosion would increase during construction as a result of vehicles, heavy equipment, and general earth work accelerating the erosion process. Wind erosion could occur on bare soils or where vehicles and equipment cause dust. Currently, the proposed project does not include finalized construction plans, therefore specific details relating to grading activities are not yet known. However, potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the Stormwater Pollution Prevention Plan (SWPPP) (refer to Section 5.6, Hydrology and Water Quality, for more information). Therefore, construction impacts related to erosion would be **less than significant**.

The proposed project would involve the development of the project site with proposed landscaping. Such features covering vacant land would inhibit erosion and proposed landscaping would stabilize soils thereby reducing erosion potential on the project site. The proposed project would follow best management practices to control surface drainage and erosion, such as drainage systems to collect roof runoff and directing surface water toward suitable drainage facilities (Appendix E). The project would also comply with the City's General Plan Grading and Excavations Objective and Policy 3.14A identified in Section 4.3.2, Regulatory Setting, above that

requires measures during grading to reduce erosion. Refer to Section 5.6, Hydrology and Water Quality, for additional details. The proposed project would not result in substantial soil erosion or loss of topsoil through implementation of the landscape plan and conformance with soil erosion control measures. Therefore, impacts would be **less than significant**.

Would the project 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?

As mentioned above, the proposed project site consists of undocumented fill soils (Afu), quaternary-aged Old Paralic (Terrace) Deposits, and Tertiary-aged San Mateo Formation. The on-site soils are not considered liquefiable due to their relatively dense condition and absence of shallow groundwater, and they have a very low to low expansion range. Based on the nature of the soils and site topography, there is a less than significant risk for landslide, lateral spreading, subsidence or collapse (Appendix E). Therefore, impacts due to liquefaction, spreading, subsidence, collapse, and unstable soils would be **less than significant**.

Would the project 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?

As mentioned above, the on-site soils are not considered liquefiable (see discussion above). Therefore, impacts due to expansive soils would be **less than significant**.

Would the project 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?

The site would be provided sewer service through the City, as discussed in Section 5.12, Utilities and Service Systems. The project does not require the use of septic tanks or alternative waste water disposal systems. **No impact** would occur.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As discussed under the Section 4.3.1, the proposed project site is underlain by middle to late Pleistocene (~781,000 years ago – 11,700 years ago) old paralic deposits that are roughly correlative to the Bay Point Formation (Kennedy et al. 2007). This formation has yielded important fossils locally and is considered to have a high paleontological sensitivity rating due to its potential to yield significant paleontological resources. During geological testing (Appendix E), old paralic deposits were encountered at the site on the surface and under fill material at up to 2 feet below ground surface, with deposits documented to depths ranging from approximately 10 to 20 feet

below ground surface. Deposits may extend further past 20 feet in some areas, however, the geotechnical borings in those areas only extended to approximately 20 feet below ground surface.

The project proposes to grade 4.4 acres of the 5.3 site, including approximately 2,000 cubic yards of cut. Where cut extends into old paralic deposits, impacts to unknown subsurface paleontological impacts could occur. Considering old paralic deposits are present near the surface or at the surface of the site, grading would extend into this formation. Due to the proposed grading into this formation with a high paleontological sensitivity rating, project impacts to paleontological resources would be **potentially significant** (**Impact GEO-1**).

4.3.5 Mitigation Measures

MM-GEO-1 Prior to the issuance of a grading permit, the applicant shall submit a letter to the City of Oceanside (City) from a qualified professional paleontologist or a California Registered Professional Geologist with appropriate paleontological expertise, as defined by the Society of Vertebrate Paleontology's guidelines indicating that they have been retained by the applicant to prepare and implement a Paleontological Resources Impact Mitigation Program (PRIMP). The qualified paleontologist shall be available "on-call" to the City and the applicant throughout the duration of ground-disturbing activities. The PRIMP shall include preconstruction coordination; construction monitoring; emergency discovery procedures; sampling and data recovery, if needed; preparation, identification, and analysis of the significance of fossil specimens salvaged, if any; museum storage of any specimens and data recovered; and reporting. Earth-moving construction activities shall be monitored wherever these activities will disturb previously undisturbed sediment. Monitoring will not need to be conducted in areas where sediments have been previously disturbed or in areas where exposed sediments will be buried but not otherwise disturbed. In such cases, spot-checking of the excavation site is sufficient. This measure shall apply for all excavation activities within old paralic deposits that underlie the project.

MM-GEO-2 Prior to the issuance of a grading permit, the City of Oceanside (City) shall confirm the following measure is identified on the grading plan and will be implemented:

Grading activities are subject to a Paleontological Resources Impact Mitigation Program (PRIMP). If potential fossils are discovered by construction crews or during monitoring by a qualified paleontologist, all earthwork or other types of ground disturbance within 50 feet of the discovery shall stop immediately until the qualified professional paleontologist can assess the nature and importance of the discovery. If a fossil of scientific value or uniqueness is identified by the paleontologist, the paleontologist shall record the find and allow work to continue or recommend salvage and recovery of the fossil. If treatment and salvage is required,

recommendations shall be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice and shall be subject to review and approval by the City. Work in the affected area may resume once the fossil has been assessed and/or salvaged and the City, in consultation with the professional paleontologist, has provided written approval to resume work.

4.3.6 Level of Significance After Mitigation

With the incorporation of **MM-GEO-1** and **MM-GEO-2**, **Impact GEO-1** related to paleontological resources would be less than significant considering any fossils discovered would be properly excavated and the associated paleontological research information would be preserved to the extent feasible.

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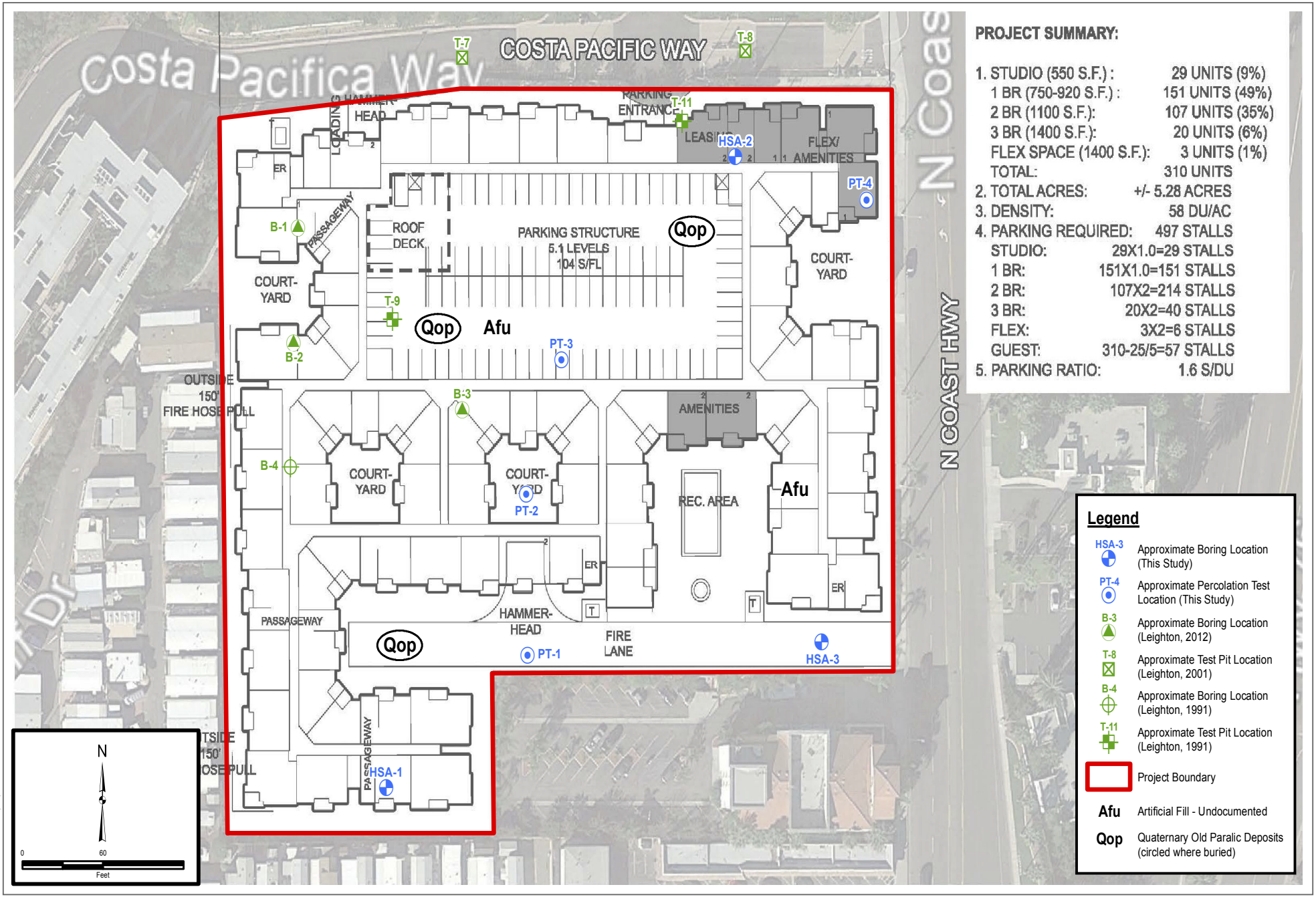

PROJECT SUMMARY:

1. STUDIO (550 S.F.) :	29 UNITS (9%)
1 BR (750-920 S.F.) :	151 UNITS (49%)
2 BR (1100 S.F.):	107 UNITS (35%)
3 BR (1400 S.F.):	20 UNITS (6%)
FLEX SPACE (1400 S.F.):	3 UNITS (1%)
TOTAL:	310 UNITS
2. TOTAL ACRES:	+/- 5.28 ACRES
3. DENSITY:	58 DU/AC
4. PARKING REQUIRED:	497 STALLS
STUDIO:	29X1.0=29 STALLS
1 BR:	151X1.0=151 STALLS
2 BR:	107X2=214 STALLS
3 BR:	20X2=40 STALLS
FLEX:	3X2=6 STALLS
GUEST:	310-25/5=57 STALLS
5. PARKING RATIO:	1.6 S/DU

Legend

HSA-3	Approximate Boring Location (This Study)
PT-4	Approximate Percolation Test Location (This Study)
B-3	Approximate Boring Location (Leighton, 2012)
T-8	Approximate Test Pit Location (Leighton, 2001)
B-4	Approximate Boring Location (Leighton, 1991)
T-11	Approximate Test Pit Location (Leighton, 1991)
	Project Boundary
Afu	Artificial Fill - Undocumented
Qop	Quaternary Old Paralic Deposits (circled where buried)

SOURCE: Leighton 2018

DUDEK

FIGURE 4.3-1
Geologic Map
Alta Oceanside Project

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4.4 NOISE

This section describes the existing noise setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the Alta Oceanside Project (proposed project). The following analysis is based on the Noise Technical Report for the Alta Oceanside project that was prepared for the proposed project by Dudek in 2019 and other information included in the project record. The Noise Technical Report is included in Appendix G of this Environmental Impact Report (EIR).

4.4.1 Existing Conditions

4.4.1.1 Methodology

Noise Characteristics and Descriptors

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired. The sound-pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of measurement of sound pressure is a decibel (dB). Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of one dB when exposed to steady, single-frequency signals in the mid-frequency range. Outside such controlled conditions, the trained ear can detect changes of two dB in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of three dB. A change of five dB is readily perceptible, and a change of 10 dB is perceived as twice or half as loud. A doubling of sound energy results in a three dB increase in sound, which means that a doubling of sound energy (e.g., doubling the number of daily trips along a given road) would result in a barely perceptible change in sound level.

Sound may be described in terms of level or amplitude (measured in dB), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear.

Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise. These descriptors include the equivalent noise level over a given period (L_{eq}), the day–night average noise level (L_{dn}), and the community noise equivalent level (CNEL). Each of these descriptors uses units of dBA.

L_{eq} is a decibel quantity that represents the constant or energy-averaged value equivalent to the amount of variable sound energy received by a receptor during a time interval. For example, a one hour L_{eq} measurement of 60 dBA would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors, which can then be compared to an established L_{eq} standard or threshold of the same duration. Another descriptor is maximum sound level (L_{max}), which is the greatest sound level measured during a designated time interval or event. The minimum sound level (L_{min}) is often called the *floor* of a measurement period.

Unlike the L_{eq}, L_{max}, and L_{min} metrics, L_{dn} and CNEL descriptors always represent 24-hour periods and differ from a 24-hour L_{eq} value because they apply a time-weighted factor designed to emphasize noise events that occur during the non-daytime hours (when speech and sleep disturbance is of more concern). *Time weighted* refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m. to 7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m. to 10:00 p.m.) is penalized by adding five dB, and nighttime (10:00 p.m. to 7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is longer (defined instead as 7:00 a.m. to 10:00 p.m.), thus eliminating the dB adjustment for the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 to one dB, and are often considered or actually defined as being essentially equivalent by many jurisdictions.

Vibration Fundamentals

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale. Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (PPV), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes, such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the

potential to cause high vibration amplitudes. The maximum vibration level standard used by the California Department of Transportation (Caltrans) for the prevention of structural damage to typical residential buildings is 0.3 ips PPV.

Effect of Noise

Excessively noisy conditions can affect an individual's quality of life, health, and well-being. The effects of noise can be organized into six broad categories: sleep disturbance, permanent hearing loss, human performance and behavior, social interaction or communication, extra-auditory health effects, and general annoyance. An individual's reaction to noise and its level of disturbance depends on many factors such as the source of the noise, its loudness relative to the background noise level, time of day, whether the noise is temporary or permanent, and subjective sensitivity.

Project Site Survey

Sound-pressure level measurements were conducted near the project site on May 28, 2019, to quantify and characterize the existing outdoor noise levels. Table 4.4-1 provides the location, date, and time at which these baseline noise level measurements were taken. The sound-pressure level measurements were performed by an attending Dudek field investigator using a Rion NL-52 sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 1 (Precision Grade) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately five feet above the ground.

Three short-term noise level measurement locations (ST1–ST3) that represent existing sensitive receivers were selected on and near the project site. The L_{eq} and L_{max} noise levels are provided in Table 4.4-1. The primary noise sources at the sites identified in Table 4.4-1 consisted of traffic along adjacent roadways, the sounds of leaves rustling, and birdsong. As shown in Table 4.4-1, the measured sound levels ranged from approximately 48.8 dBA L_{eq} at ST2 to 57.9 dBA L_{eq} at ST3. Noise measurement data is also included in Appendix G.

Table 4.4-1
Measured Baseline Outdoor Noise Levels

Receptor	Location/Address	Date (dd.mm.yy)	Time (hh:mm)	L_{eq} (dBA)	L_{max} (dBA)
ST1	Northwest parking lot of Coast Inn	05.28.19	11:20 a.m. – 11:30 a.m.	51.4	61.8
ST2	Northeastern property line of 1019 Costa Pacifica Way	05.28.19	10:30 a.m. – 10:45 a.m.	48.8	53.8

Table 4.4-1
Measured Baseline Outdoor Noise Levels

Receptor	Location/Address	Date (dd.mm.yy)	Time (hh:mm)	L_{eq} (dBA)	L_{max} (dBA)
ST3	North of Costa Pacifica Way, approximately 90 feet west of North Coast Highway	05.28.19	10:50 a.m. – 11:00 a.m.	57.9	71.2

Source: Appendix G.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{max} = maximum sound level during the measurement interval; dBA = A-weighted decibels; ST = short-term noise measurement locations.

4.4.2 Regulatory Setting

Federal

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an eight hour period when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project (FTA 2006). Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

State

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations sets standards that new development in California must meet. According to Title 24 (Part 2, Volume 1, Chapter 12 – Interior Environment, Section 1206.4), interior noise levels attributed to exterior noise sources are not to exceed 45 dBA CNEL for any habitable room.

California Department of Health Services Guidelines

The California Department of Health Services has developed guidelines of community noise acceptability for use by local agencies. Selected relevant levels are listed here:

- Below 60 dBA CNEL: normally acceptable for low-density residential use
- 50 to 70 dBA: conditionally acceptable for low-density residential use
- Below 65 dBA CNEL: normally acceptable for high-density residential use and transient lodging

- 60 to 70 dBA CNEL: conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

The normally acceptable exterior noise level for high-density residential use is up to 65 dBA CNEL. Conditionally acceptable exterior noise levels range up to 70 dBA CNEL for high-density residential use.

California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual, Caltrans recommends a vibration velocity threshold of 0.2 ips PPV for assessing annoying vibration impacts to occupants of residential structures. Although this Caltrans guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the local jurisdictional level. Similarly, thresholds to assess building damage risk due to construction vibration vary with the type of structure and its fragility, but tend to range between 0.2 ips and 0.3 ips PPV for typical residential structures.

Local

City of Oceanside General Plan Noise Element

The Noise Element of the City of Oceanside (City) General Plan establishes target maximum noise levels in the City. The Noise Element provides the following limitations on construction noise (City of Oceanside 1974):

1. It should be unlawful for any person within any residential zone of 500 feet there from to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8:00 p.m. and 7:00 a.m. generating an ambient noise levels of 50 dBA at any property line unless an emergency exists.
2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85 dBA at 100 feet from the source.
3. It should be unlawful for any person to engage in construction activities between 6:00 p.m. and 7:00 a.m. when such activities exceed the ambient noise level by five dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

In addition, the Noise Element addresses nuisance noise and states that it should be unlawful for any person to make or continue any loud, unnecessary noise that causes annoyance to any reasonable person of normal sensitivity.

The City's Noise Element outlines general goals, objectives, and noise policies as follows:

Goal: To minimize the effects of excessive noise in the City of Oceanside.

Objective: To protect the residents and visitors to Oceanside from noise pollution. To improve the quality of Oceanside's environment.

Policies:

- Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.
- Noise shall be controlled at the source where possible.
- Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
- Noise levels shall be considered in any change to the Land Use and Circulation Elements of the City's General Plan.
- Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

In a manner similar to the state's land use planning guidelines, the City's Noise Element establishes an implementation recommendation (#5) that puts attention to the careful planning of future residents in areas "subjected to noise levels of 65 dBA or higher."

For interior noise, the Noise Element refers to the aforementioned California Title 24 noise insulation standard: 45 dBA CNEL as the maximum acceptable level for inhabited rooms when exterior noise levels are 60 dBA CNEL or more. This implies that if windows and doors are required to be closed to meet this standard, then mechanical ventilation (i.e., air conditioning) shall be included in the project design.

City of Oceanside Noise Control Ordinance

Chapter 38, Noise Control, of the Oceanside Municipal Code governs operational noise and contains the maximum 1-hour average sound levels for various land uses for operational noise (Table 4.4-2). The Noise Control Ordinance (Noise Ordinance) sets an allowed level for areas in the Downtown base district zone to be 65 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. (daytime), and 55 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. (nighttime) (City of Oceanside 1990). As both the proposed project site and the existing residences immediately to the west and south are within the Downtown base district zone, the arithmetic mean of the noise limits for such zones sharing a joint boundary would be the same: 65 dBA L_{eq} (daytime) and 55 dBA L_{eq} (nighttime).

Table 4.4-2
City of Oceanside Exterior Noise Standards

Zone	Applicable Limit (decibels) [1]	Time Period
Residential Estate, Single-Family Residential, Medium Density Residential, Agricultural, Open Space	50 45	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
High Density, Residential Tourist	55 50	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Commercial	65 60	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Industrial	70 65	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Downtown	65 55	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.

Source: Appendix G.
Note: [1] One-hour average sound level.

Construction activities are subject to Section 38.17 of the Noise Ordinance, which specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m.

Section 38.16 prohibits nuisance noise as recommended in the City's General Plan Noise Element. It is unlawful for any person to make, continue, or cause to be made or continued within the limits of the City any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity. However, Section 35.15 provides construction, maintenance or other public improvement activities by government agencies or public utilities may be exempt from the noise level limits upon the city manager (or manager's designee) determination that the authorization furthers the public interest.

City of Oceanside Engineering Manual

Construction noise in the City is governed by the City Engineering Manual (City of Oceanside 2017), which states the following:

> All operations conducted on the premises, including the warming up, repair, arrival, departure, or running of trucks, earthmoving equipment, construction equipment, and any other associated equipment shall be limited to the period between 7:00 a.m. and 6:00 p.m. each day, Monday through Friday, and no earthmoving or grading operations shall be conducted on the premises on Saturdays, Sundays or legal holidays, unless waived by the City Engineer. (Engineers Design and Processing Manual Appendix Construction Guidelines and Requirements, Page 139)
>
> Hours of Operation (515)(34): 7:00 am to 6:00 p.m. M-F; including equipment warm-up.

Saturday Operation: Requires filing a permit by 2:30 p.m. on the preceding Thursday. (Engineers Design and Processing Manual Appendix Construction Guidelines and Requirements, Page 159)

4.4.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts related to noise are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to noise would occur if the proposed project would:

1. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
2. Result in generation of excessive groundborne vibration or groundborne noise levels?
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such 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?

In light of these above significance criteria, this analysis uses the following standards to evaluate potential noise and vibration impacts.

- Construction noise – Although Chapter 38 of the Oceanside Municipal Code does not quantify a threshold for allowable construction noise, the City's General Plan allows noise from construction equipment operation to be as high as 85 dBA at 100 feet from the source. Applying the principles of sound propagation for a point-type source, this level could be interpreted to mean 91 dBA at 50 feet, which is greater than the maximum sound levels of most operating construction equipment (DOT 2006) and would thus imply all but the loudest construction activities (e.g., pile driving) could be compliant with this standard. However, the apparent proximity of existing residential receptors to the southwest of the proposed project site suggests that source-to-receiver distances could be as short as 15 feet. Additionally, most construction equipment and vehicles on a project site do not operate continuously. Therefore, consistent with the FTA guidance mentioned in Section 2, Regulatory Setting, this analysis will use 80 dBA Leq over an 8-hour period as the construction noise impact criterion during daytime hours (7:00 a.m. to 6:00 p.m.). If construction work were to occur outside 7:00 a.m. to 6:00 p.m., the impact threshold would align with the City's General Plan requirement during such hours: no more than a 5 dBA increase over existing ambient noise levels.
- Off-site project-attributed transportation noise – For purposes for this analysis, a direct roadway noise impact would be considered significant if increases in roadway traffic

noise levels attributed to the proposed project were greater than 3 dBA CNEL at an existing noise-sensitive land use.

- On-site project-attributed transportation noise – For purposes for this analysis, a direct roadway noise impact would be considered significant if increases in roadway traffic noise levels attributed to the proposed project were greater than 3 dBA CNEL at an existing noise-sensitive land use.
- Off-site project-attributed stationary noise – For purposes for this analysis, a noise impact would be considered significant if noise from typical operation of heating, ventilation, and air conditioning and other electro-mechanical systems associated with the proposed project exceeded 65 dBA hourly Leq at the property line from 7:00 a.m. to 9:59 p.m., and 55 dBA hourly Leq from 10:00 p.m. to 6:59 a.m. Note that these are the City's thresholds for the Downtown base district zones that characterize the proposed project site and its existing immediately adjoining residential neighbors to the south and west. Section 38.19.d of the City's noise ordinance indicates that these same limits would also apply to entertainment hosted at the project site.
- Construction vibration – Guidance from Caltrans indicates that a vibration velocity level of 0.2 ips PPV received at a structure would be considered annoying by occupants within (Caltrans 2013b). As for the receiving structure itself, aforementioned Caltrans guidance from Section 2 recommends that a vibration level of 0.3 ips PPV would represent the threshold for building damage risk.

For purposes of disclosure, since current CEQA noise criteria listed above do not consider it, this analysis also evaluates compatibility of on-site noise levels with the City of Oceanside exterior and interior noise standards of 65 dBA CNEL and 45 dBA CNEL, respectively.

4.4.4 Impacts Analysis

Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receptor. Equipment that would be in use during construction would include, in part, graders, backhoes, rubber-tired dozers, loaders, cranes, forklifts, cement mixers, pavers, rollers, and air compressors. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 4.4-3. The listed maximum noise levels in Table 4.4-3 are, when downwardly adjusted by 6 dB to account for

doubling the distance to 100 feet, all compliant with the 85 dBA at 100 feet criterion per the City's General Plan Noise Element. Note that the equipment noise levels presented in Table 4.4-3 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 4.4-3
Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
Air compressor	78
Backhoe	78
Concrete pump truck	81
Grader	85
Crane	81
Dump Truck	76
Dozer	82
Generator	72
Front End Loader	79
Paver	77
Pneumatic tools	85
Water pump	77

Source: Appendix G.
Note: L_{max} = maximum sound level; dBA = A-weighted decibels.

Aggregate noise emission from proposed project construction activities, broken down by sequential phase, was predicted at two distances to the nearest existing noise-sensitive receptor: 1) from the nearest position of the construction site boundary and 2) from the geographic center of the construction site, which serves as the time-averaged location or geographic *acoustical centroid* of active construction equipment for the phase under study. The intent of the former distance is to help evaluate anticipated construction noise from a limited quantity of equipment or vehicle activity expected to be at the boundary for some period of time, which would be most appropriate for phases such as site preparation, grading, and paving. The latter distance is used in a manner similar to the general assessment technique as described in the Federal Transit Administration guidance for construction noise assessment, when the location of individual equipment for a given construction phase is uncertain over some extent of (or the entirety of) the construction site area. Because of this uncertainty, the assessment is done based on all the equipment for a construction phase operating—on average—from the acoustical centroid. Table 4.4-4 summarizes these two distances to the apparent closest noise-sensitive receptor for each of the seven sequential construction phases. At the site boundary, based on expected construction operations, this analysis evaluates impacts based on up to only one piece of

equipment of each listed type per phase will be involved in the construction activity for a limited portion of the eight hour period. In other words, at such proximity, the operating equipment cannot "stack" or crowd the vicinity and still operate. For the acoustical centroid case, which intends to be a geographic average position for all equipment during the indicated phase, this analysis evaluates the impacts as if the equipment may be operating up to all eight hours per day.

Table 4.4-4
Estimated Distances between Construction Activities and the Nearest Noise-Sensitive Receptors

Construction Phase (and Equipment Types Involved)	Distance from Nearest Noise-Sensitive Receptor to Construction Site Boundary (Feet)	Distance from Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (Feet)
Demolition (dozer, excavator, concrete saw)	15	300
Site preparation (dozer, backhoe, front-end loader)	15	300
Grading (excavator, grader, dozer, front-end loader, backhoe, scraper)	15	300
Building construction (crane, man-lift, generator, backhoe, front-end loader, welder/torch)	25	300
Trenching (excavator, tractor)	15	300
Architectural finishes (air compressor)	25	300
Paving (paver, roller, other equipment)	15	300

Source: Appendix G.

A Microsoft Excel–based noise prediction model emulating and using reference data from the Federal Highway Administration Roadway Construction Noise Model (RCNM) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. This model incorporates information about equipment, and hours of operations. Construction is proposed to occur Monday to Saturday, between the hours of 7:00 a.m. and 6:00 p.m.. In compliance with the City Engineering Manual (City of Oceanside 2017), the project would obtain a permit for Saturday construction (see Section 3.2.6, Construction Phasing and Conceptual Grading). Conservatively, no topographical or structural shielding was assumed in the modeling. The predicted construction noise levels per activity phase are displayed in Table 4.4-5 based on the project construction information input into the RCNM model.

Table 4.4-5
Predicted Construction Noise Levels per Activity Phase

Construction Phase (and Equipment Types Involved)	8-Hour Leq at Nearest Noise-Sensitive Receptor to Construction Site Boundary (dBA)	8-Hour Leq at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA)
Demolition (dozer, excavator, concrete saw)	88	72
Site preparation (dozer, backhoe, front-end loader)	87	68
Grading (excavator, grader, dozer, front-end loader, backhoe, scraper)	87	72
Building construction (crane, man-lift, generator, backhoe, front-end loader, welder/torch)	80	66
Trenching (excavator, tractor)	86	66
Architectural finishes (air compressor)	77	58
Paving (paver, roller, other equipment)	88	70

Source: Appendix G.
Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.

As presented in Table 4.4-5, the estimated construction noise levels are predicted to be as high as 88 dBA L_{eq} over an eight hour period at the nearest existing mobile home residences (as close as 15 feet away) when site preparation activities take place near the southwestern project boundaries. Based on the noise reductions per doubling distance characteristics of noise and an approximate distance of 25 feet, construction noise at the Seacliff condominiums would be up to 83 dBA L_{eq} over an eight hour period. Note that these estimated noise levels at these source-to-receiver distance would only occur when noted pieces of heavy equipment would each operate for a cumulative period from one to three hours a day. By way of example, a grader might make multiple passes on site that are this close to a receiver; but, for the remaining time during the day, the grader is sufficiently farther away, performing work at a more distant location, or simply not operating. None-the-less, the project would potentially exceed construction noise limits on occasion at residential receivers, and would result in a **potentially significant** impact.

Long-Term Operational

Increase of Off-Site Roadway Traffic Noise

The proposed project would result in additional vehicle trips on local arterial roadways (i.e., North Coast Highway), which could result in increased traffic noise levels at adjacent noise-sensitive land uses. The greatest traffic noise increase resulting from the project would be along North Coast Highway and Costa Pacifica Way, thus this analysis focuses on the noise increases from those roadways.

The City's Noise Element establishes a policy for exterior sensitive areas to be protected from high noise levels. The Noise Element sets 65 dBA CNEL for the outdoor areas and 45 dBA CNEL for

interior areas as the normally acceptable levels. For the purposes of this noise analysis, such impacts are considered significant when they cause an increase of three dB from existing noise levels. Based on the limits of human hearing, an increase or decrease in noise level of at least three dB is required before any noticeable change in community response would be expected.

Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model version 2.5. Information used in the model included the roadway geometry, posted traffic speeds, and traffic volumes for the following scenarios: existing (year 2019), existing plus project, existing plus cumulative without project, existing plus cumulative plus project, buildout (2035), and buildout plus project. Noise levels were modeled at representative off-site noise-sensitive receivers ST1 through ST3. The noise model results are summarized in Table 4.4-6. As shown in the table, the addition of proposed project traffic to the roadway network would result in a CNEL increase of less than three dB at all three locations evaluated, which is below the discernible level of change for the average healthy human ear.

The project would have to roughly double the traffic volumes on North Coast Highway to increase traffic by 3 dBA. Based on the ADT discussed in Section 4.5, Transportation, there are no traffic volumes where the volumes would double as a result of the project and thus cause a traffic noise increase over 3 dBA.

Overall, a **less-than-significant** impact would occur for proposed project–related off-site traffic noise increases affecting existing residences in the vicinity.

Table 4.4-6
Off-site Roadway Traffic Noise Modeling Results

Modeled Receiver Tag (Location Description)	Existing (2019) Noise Level (dBA CNEL)	Existing (2019) Plus Project Noise Level (dBA CNEL)	Existing Plus Cumulative without Project Noise Level (dBA CNEL)	Existing Plus Cumulative with Project Noise Level (dBA CNEL)	Buildout (2035) Noise Level (dBA CNEL)	Buildout (2035) Plus Project Noise Level (dBA CNEL)	Maximum Project-Related Noise Level Increase (dB)
ST1 (just north of Costa Pacifica Way)	53.4	54	53.6	54.2	54.5	54.9	0.6
ST2 (southern project boundary)	48.4	51.2	48.5	51.3	49.2	51.7	2.8
ST3 (western project boundary)	59.9	61.1	60	61.2	61.6	62.5	1.2

Source: Appendix G.
Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel.

Exposure of On-Site Occupants to Roadway Noise

Although not currently required by the California Environmental Quality Act (CEQA), for informational purposes this noise assessment also predicted the potential exposure of new proposed project residential building occupants to roadway noise. Noise impacts of the environment onto the project are not required to satisfy CEQA analysis, as this reflects an impact of the environment onto the project and not a project impact. Thus, this analysis is provided for informational purposes only.

The Federal Highway Administration (FHWA) Traffic Noise Model was also used to predict the buildout plus project scenario traffic noise levels at multiple on-site exterior areas, as listed in Table 4.4-7. Modeled receptor locations include multiple floors of the eastern and northern facades, the pool area, and courtyards. At all on-site exterior locations, the predicted CNEL values are less than 65 dBA, and thus compatible with the City's guidance for exterior noise levels.

Table 4.4-7
On-site Roadway Traffic Noise Modeling Results

Modeled Receiver Tag (Location Description)	Buildout (2035) Plus Project Noise Level (dBA CNEL)
Pool	21.4
Courtyard	21.4
Exercise Courtyard	46.8
East Balcony 1st	63.6
East Balcony 2nd	63.7
East Balcony 3rd	63.3
East Balcony 4th	63
East Balcony 5th	62.8
North Balcony 1st	53.2
North Balcony 2nd	54.2
North Balcony 3rd	54.7
North Balcony 4th	54.7
North Balcony 5th	54.6

Source: Appendix G.
Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; dB = decibel.

Rail Operations Noise

Although not currently required by the California Environmental Quality Act, for informational purposes this noise assessment also predicted the potential exposure of new proposed project residential building occupants to passing railroad operations as explained in the proceeding section. The San Diego Northern Rail passes parallel to the nearest western façade of the proposed project at a distance of approximately 600 feet.

Existing rail activity on the San Diego Northern Rail was modeled using the CREATE railroad noise model, which is based on the Federal Transit Administration – General Transit Noise Assessment spreadsheet and uses inputs identical (or comparable) to those described in the Federal Transit Administration – Transit Noise and Vibration Impact Assessment guidance manual (FTA 2006). To model the train whistle noise, a separate Grade Crossing Noise Model based on Federal Railroad Administration guidance was used. Based on the CREATE model, exterior noise exposure at the nearest proposed project western façade would be 56 dBA CNEL and thus below the 60 dBA CNEL threshold considered normally acceptable for outdoor areas per the California State Planning Guidelines described in Section 4.4.2.

Usage of the Federal Railroad Administration Grade Crossing Noise Model, shown in Appendix G, estimates that at a distance of 1,700 feet, representing the proximity of the Surfrider Way grade crossing south of the proposed project, the train whistle would be approximately 57 dBA CNEL; this is also compliant with the 60 dBA CNEL guidance level. Logarithmically added together, the estimated 56 dBA CNEL from rail operations and estimated 57 dBA CNEL from horn noise levels would yield 60 dBA CNEL, which would also comply with the guidance level.

Although compliant with the CNEL criteria, predicted rail noise exposure may cause occupant annoyance during each pass-by event. However, with windows closed on the modern buildings planned for the proposed project that will provide air conditioning, resultant occupied interior background sound levels resulting from rail noise intrusion would still be compliant with the 45 dBA CNEL interior standard as required by the California Building Code. This is expected due to the exterior-to-interior sound insulation properties of the proposed project building shell assemblies. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance (FHWA 2011), storm windows in a light-framed structure provide 25 dB of noise reduction. Since the proposed project building shell (apparent double-glazed windows in a framed assembly) would appear to match or exceed this example, the resulting interior background noise level would be the difference between the anticipated 60 dBA CNEL and this noise reduction: 60 – 25 = 35 dBA CNEL, which is well below the 45 dBA CNEL interior threshold.

On-Site Combined Roadway and Rail Noise

As stated above, the impact of combined roadway and rail noise onto the project is not required to be addressed under CEQA analysis since it is an impact of the environment onto the project and not a project impact. Thus, this on-site combined roadway and rail noise information is provided for informational purposes only. The City's compatibility standards apply to all sources of transportation-related noise, including roadway traffic noise and rail operations noise. Therefore, to assess compliance with the 65 dBA CNEL standard, the noise generated from rail and traffic should be considered together. Conservatively assuming the estimated combined rail-plus-horn noise level of 60 dBA CNEL at all locations and no shielding, the resulting combined noise level would be less than 65 dBA CNEL at exterior locations on the site.

To determine the interior noise level, it was assumed that the building would provide an exterior-to-interior noise reduction of 25 dB. Since the exterior noise level was determined to be less than 65 CNEL, the corresponding habitable interior noise levels would be 40 dBA CNEL (i.e., 65 – 25 = 40) and thus compliant with the City's interior noise standard.

Stationary Operations Noise

The incorporation of new multifamily homes, commercial, open space and recreational uses attributed to development of the proposed project would add a variety of noise-producing mechanical equipment. Most of these noise-producing equipment or sound sources would be considered stationary, or limited in mobility to a defined area. Additionally, the open space and recreational uses would attract residents and their guests to enjoy proposed project facilities and thus create potential community noise relating to added aggregate speech and amplified music as appropriate or expected for the venue. These stationary operational noise sources are evaluated below.

Residential Unit Heating, Ventilation, and Air Conditioning Noise

The proposed residential project would include an air conditioning system with a refrigeration condenser unit mounted on the roof shielded by a parapet. Considering the building's roof height, the 25-foot distance to the nearest sensitive receiver and the presence of the sight-occluding parapet wall, the predicted sound emission level from the combination of four condenser units at the single-story receptor would only be 43 dBA L_{eq}, and would thus be compliant with the City's nighttime threshold of 55 dBA hourly L_{eq}. Please see Appendix G for quantitative details of this prediction. As such, the operation of residential air-conditioning units would result in **less-than-significant** noise impacts.

Parking Garage Ventilation

The parking garage would require exhaust fans for ventilation. The parking would require a tube-axial type fan on each corner of the building, with a total estimated fan sound power of 97 dBA L_{eq}. As a worst-case scenario, if one to be located at each corner of the roof parking level, then the closest existing noise-sensitive receptor to the west would be as near as 75 horizontal feet. Vertically, these fans on the roof would be 65 feet above grade, and the fan discharge plane would be behind a parapet wall, like the aforementioned residential condenser units. The predicted sound emission level from the closest ventilation fan at the closest sensitive single-story receptor would be 45 dBA L_{eq}, and would thus be compliant with the City's nighttime threshold of 55 dBA hourly L_{eq}. Please see Appendix G for quantitative details of this prediction. Under such conditions, the impacts of the operation of parking garage ventilation units would be **less than significant**.

On-site Amplified Sound

As the proposed project envisions a number of outdoor amenities, including a pool surrounded by lounging areas, this noise assessment predicted outdoor noise emission from a likely entertainment activity scenario having the following features and characteristics:

- Three outdoor speakers are mounted at ten feet above grade, with roughly one attached to the horizontal midpoint of each building façade exposed to the pool courtyard area. Each speaker emits pre-recorded music at a level not to exceed 94 dBA at a distance of one meter (3.28 feet), thus providing an audible signal over the background sound at the vicinity of the pool area while the event is in progress.
- A total attendance of up to 54 residents and their guests, with individual hourly average speech levels at 72 dBA L_{eq} at three feet each (i.e., *loud speaking* [Hayne 2006]), distributed around the proposed pool area. The average speech level means that for limited portions of a sample hour, some voices could be louder (84 dBA, comparable to a "shout") or quieter (60 dBA, "normal speaking level") (Hayne 2006).
- The proposed project has an eight foot tall solid wall or barrier (including a 2.5 foot tall concrete masonry unit wall topped by a 5.5-foot solid vinyl fencing as currently proposed) that blocks direct line of sight between the event in progress and the nearest existing residential receptors immediately to the south.

Under these conditions, including the aforementioned proposed project property boundary wall that would yield at least five dBA of noise reduction (FHWA 2011), an event of this type could occur during daytime hours (i.e., 7:00 a.m. through 9:59 p.m.) and comply with the City's noise ordinance of 65 dBA L_{eq}. Please see Appendix G for quantitative details of this prediction, which include a plot of predicted noise levels. As indicated in the project description (Section 3.2.1.3), such events would be limited to daytime hours. Hence, anticipated noise impacts from such outdoor gatherings associated with operation of the proposed project would be considered **less than significant**.

If an event was permitted to continue into the nighttime period (i.e., at and after 10:00 p.m.), the outdoor speakers would need to be deactivated, but the event guests could continue speaking at the same average elevated levels (72 dBA L_{eq} at one meter each) and still comply with the City's nighttime noise limit of 55 dBA L_{eq} for Downtown land uses. Hence, under these conditions, anticipated noise impacts from such outdoor gatherings at night and associated with operation of the proposed project would be considered **less than significant**.

Although not currently required by CEQA, for informational purposes this noise assessment also predicted the potential exposure of new proposed project residential building occupants to these onsite outdoor entertainment events. According to the FHWA Highway Traffic Noise: Analysis and Abatement Guidance (FHWA 2011), storm windows in a light-framed structure provide 25

dB of noise reduction. Since the proposed project building shell (apparent double-glazed windows in a framed assembly) would appear to match or exceed this example, the resulting interior background noise level would be the difference between the anticipated outdoor noise level in the pool area and this noise reduction.

For example, if the outdoor noise level of the pool area impinging on the building façade was 82 dBA L_{eq} during daytime events, the resulting interior background level from this intrusion would be 57 dBA L_{eq} (i.e., 82-25=57). At this predicted elevated interior noise level, events at the pool area as described herein would need to be brief in order to yield an interior level of 45 dBA CNEL within the occupied new residence: approximately 1.5 hours during daytime hours (with speakers on), or 1.5 hours at night (speakers off). Increasing the noise reduction performance of the building shell assembly (via upgrades in glazing) by 5 dB, or reducing the outdoor speaker volume by 5 dB during these daytime events, would extend these daytime or nighttime event durations to 4 hours.

Combined Stationary Noise Sources

While the preceding subsections have analyzed discrete types of anticipated project-attributed stationary noise emission, some off-site community receptors would be exposed to multiple concurrent sources. For example, the closest existing noise-sensitive residential receptor to the west of the proposed project's westernmost building façade (at a perpendicular distance of 25 feet) could receive rooftop condenser noise (43 dBA L_{eq}), parking garage ventilation fan noise (45 dBA L_{eq}), and amplified sound from a nighttime event at the pool area (40 dBA L_{eq}). Taken together considering the logarithmic analysis method, the total combined noise at the receiver location is 48 dBA L_{eq} and thus still compliant with the nighttime limit of 55 dBA hourly L_{eq} for downtown land uses. Neighboring residential receptors to the south might be exposed to higher pool event noise levels, as shown by Appendix G, but such locations would be more distant from the other two project-related stationary noise sources (rooftop condenser units and parking ventilation) and therefore receive less acoustical contribution from them, resulting in estimated aggregate stationary noise source levels that would also comply with the 55 dBA hourly L_{eq} standard. As the stationary noise generated by the project would not exceed the hourly standard, the project would have a **less than significant** stationary noise impact.

Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities. Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.2 ips is considered annoying. For context, heavier pieces of construction equipment, such as a bulldozer that may be expected on the project site, have peak particle velocities of approximately 0.089 ips or less at a reference distance of 25 feet.

Groundborne vibration attenuates rapidly, even over short distances. The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in Federal Transit Administration and Caltrans guidance. By way of example, for a bulldozer operating on site and as close as the western project boundary (i.e., 15 feet from the nearest receiving sensitive land use) the estimated vibration velocity level would be 0.19 ips per the equation as follows (FTA 2006):

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.19 = 0.089 * (25/15)^{1.5};$$

where PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source (the bulldozer), and D is the actual horizontal distance to the receiver.

Therefore, at this predicted PPV, the impact of vibration-induced annoyance to occupants of nearby existing homes would be **less than significant**.

Construction vibration, at sufficiently high levels, can also present a building damage risk. However, anticipated construction vibration associated with this proposed project would yield levels of 0.19 ips that do not surpass the guidance limit of 0.2 to 0.3 ips PPV for preventing damage to residential structures (Caltrans 2013). Because the predicted vibration level at 15 feet is less than this guidance limit, the risk of vibration damage to nearby structures is considered **less than significant**.

Once operational, the proposed project would not be expected to feature major producers of groundborne vibration. Anticipated mechanical systems like heating, ventilation, and air-conditioning units are designed and manufactured to feature rotating (fans, motors) and reciprocating (compressors) components that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, potential vibration impacts due to proposed project operation would be **less than significant**.

For a project located within the vicinity of a private airstrip or 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?

There are no private airstrips within the vicinity of the project site. The closest airport to the project site is the Oceanside Municipal Airport, approximately 1.85 miles northeast of the site. According to the Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority 2010), the project site is not located within an aviation noise exposure range of 60 dB CNEL and would therefore not expose people residing or working in the project area to excessive noise levels, since this 60 dB CNEL exterior noise standard is compatible with aforementioned state noise insulation standards. Impacts from aviation overflight noise exposure would be **less than significant**.

4.4.5 Mitigation Measures

The following mitigation measure would ensure that noise impacts during construction are reduced to below a level of significance:

MM-NOI-1 Prior to the issuance of a Construction Permit, the Applicant/Owner or Construction Contractor shall prepare and submit a Construction Noise Management Plan (CNMP) to the City of Oceanside Planning Division (City Planner) for review and approval. Prior to the issuance of a Construction Permit, Construction Plans shall also include a note indicating compliance with the CNMP is required. The CNMP shall be prepared or reviewed by a Qualified Acoustician (retained at the Applicant/Owner or Construction Contractor's expense) and feature the following:

a. A detailed construction schedule at daily (or weekly, if activities during each day of the week are typical) resolution and correlating to areas or zones of on-site project construction activity(ies) and the anticipated equipment types and quantities involved. Information will include expected hours of actual operation per day for each type of equipment per phase, and indication of anticipated concurrent construction activities on site.

b. Suggested locations of a set of noise level monitors, attended by a Qualified Acoustician or another party under its supervision or direction, at which sample outdoor ambient noise levels will be measured and collected over a sufficient sample period and subsequently analyzed (i.e., compared with applicable time-dependent A-weighted decibel [dBA] thresholds) to ascertain compliance with the eight hour Federal Transit Administration (FTA) guidance-based limit of 80 dBA equivalent sound level over a consecutive eight hour period. Sampling shall be performed, at a minimum, on the first (or otherwise considered typical construction operations) day of each distinct construction phase

c. If sample collected noise level data indicates that the eight hour noise threshold has or will be exceeded, construction work shall be suspended (for the activity or phase of concern) and the Applicant/Owner or Construction Contractor shall implement one or more of the following measures as detailed or specified in the CNMP:

   i. Administrative controls (e.g., reduce operating time of equipment and/or prohibit usage of equipment type[s] within certain distances).

   ii. Engineering controls (upgrade noise controls, such as install better engine exhaust mufflers).

iii. Install noise abatement on the site boundary fencing (or within, as practical and appropriate) in the form of sound blankets or comparable temporary barriers to occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern.

The implemented measure(s) will be reviewed or otherwise inspected and approved by the Qualified Acoustician (or another party under its supervision or direction) prior to resumption of the construction activity or process that caused the measured noise concern or need for noise mitigation. Noise levels shall be re-measured after installation of said measures to ascertain post-mitigation compliance with the noise threshold. As needed, this process shall be repeated and refined until noise level compliance is demonstrated and documented. A report of this implemented mitigation and its documented success will be provided to the City Planner.

d. The Applicant/Owner or Construction Contractor shall make available a telephone hotline so that concerned neighbors in the community may call to report noise complaints. The CNMP shall include a process to investigate these complaints and, if determined to be valid, detail efforts to provide a timely resolution and response to the complainant, with a copy of resolution provided to the City Planner.

4.4.6 Level of Significance After Mitigation

With implementation of **MM-NOI-1**, potentially significant noise impacts would be reduced to a level below significance. Proper application of temporary noise barriers or comparable sound abatement due to implementation of **MM-NOI-1** would reduce noise levels by 10 dB, which would correspondingly reduce the predicted 88 dBA eight hour L_{eq} for the grading phase to 78 dBA L_{eq}, which would make the level compliant with the 80 dBA threshold.

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4.5 TRAFFIC AND CIRCULATION

This section describes the existing traffic/circulation setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Alta Oceanside mixed-use development project (proposed project) in the City of Oceanside (City). The following analysis is based on the Alta Oceanside Traffic Impact Analysis that was prepared for the proposed project by Dudek in 2019, and is incorporated by reference herein. The Traffic Impact Analysis is included in Appendix H of this EIR.

4.5.1 Existing Conditions

4.5.1.1 Traffic Study Area

The following analysis is based on the City's General Plan Circulation Element (City of Oceanside 2012), the San Diego Traffic Engineering Council/Institute of Traffic Engineers Guidelines for Traffic Impact Studies in the San Diego Region (SANTEC/ITE 2000), and the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). This analysis consists of a Level of Service (LOS) analysis, where operations are rated from LOS A (free flowing traffic) to LOS F (severely congested traffic flow). LOS ratings are based on the design capacity of the roadway segment or intersection configuration, compared to the volume of traffic using the roadway segment or intersection. More specifically, the roadway segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of Oceanside's Roadway Classification capacity. The intersection analysis is based on the delay (seconds) experienced by motorists at the intersection under AM and PM peak hour conditions. Freeway mainline analysis is based on the density flow rates (passenger-cars per hour per lane) experienced per segment and per direction of travel. Refer to Appendix H for more details regarding methodology. As discussed further in Section 4.5.3, LOS D or better is generally considered acceptable operating conditions.

Consistent with the San Diego Traffic Engineering Council/Institute of Traffic Engineers Guidelines for Traffic Impact Studies in the San Diego Region (SANTEC/ITE 2000), the study area was determined by where the project would generate 50 peak-hour project trips. The study area is comprised of the following 12 intersections, three roadway segments and two I-5 freeway mainlines:

Intersections

1. Harbor Drive – North Coast Highway/Interstate 5 (I-5) southbound ramps
2. North Coast Highway/Costa Pacifica Way
3. San Luis Rey Mission Expressway – State Route 76 (SR-76)/I-5 northbound ramps
4. San Luis Rey Mission Expressway – SR-76/I-5 southbound ramps

5. San Luis Rey Mission Expressway – SR-76/North Coast Highway
6. North Coast Highway/Surfrider Way
7. North Coast Highway/Civic Center Drive
8. North Coast Highway /Pier View Way
9. North Coast Highway/Mission Avenue
10. North Coast Highway /Seagaze Drive
11. Project Driveway 1/Costa Pacifica Way (*does not exist*)
12. North Coast Highway /Project Driveway 2 (*does not exist*)

Roadway Segments

1. North Coast Highway, Harbor Drive to Costa Pacifica Way
2. North Coast Highway, Costa Pacifica to San Luis Rey Mission Boulevard – SR-76
3. North Coast Highway, Neptune Way to Windward Way

Freeway Mainline Segments

1. I-5, SR-76 to Mission Avenue
2. I-5, Mission Avenue to Oceanside Boulevard

4.5.1.2 Existing Transportation System

Existing Roadway Circulation System

The existing traffic controls and geometrics at the study area intersections are shown in Appendix H. All the intersections identified in the study area are unsignalized. Characteristics of the existing street system in the study are described below.

Interstate 5 (I-5) is located east of the project site. This freeway is a north-south interstate highway that extends from San Ysidro, California in the south, to Blaine, Washington in the north. The posted speed limit is 65 miles per hour (MPH), and interchanges in the study area are located at Harbor Drive and San Luis Rey Mission Expressway (SR-76).

State Route 76 (SR-76), also known as the San Luis Rey Mission Expressway, is located south and east of the project site. This roadway is identified as an east-west Expressway by the City of Oceanside General Plan – Circulation Element that extends from its junction with I-5 in Oceanside to the west, and ends at its junction with SR-79 near Lake Henshaw to the east. From SR-76, project traffic would access the site via North Coast Highway.

North Coast Highway is located east of and adjacent to the project site, beginning at Harbor Drive to the north and becoming Carlsbad Boulevard upon crossing the Carlsbad city boundary. The Circulation Element identifies Coast Highway as a Secondary Collector through downtown Oceanside to its intersection with SR-76, where it becomes a Collector Road until its termination at Harbor Drive. Adjacent to the project site, North Coast Highway, is a two-lane road with a two-way left-turn lane (TWLTL) serving as the median. North of the project site, North Coast Highway becomes a two-lane, undivided roadway; and, south of the project site it becomes a three-lane, divided road (two southbound lanes, one northbound lane, and a TWLTL). In front of the project site, on-street parking is permitted only on the west sides of the street, and the posted speed limit is 25 MPH. There is also an 80-foot long, dedicated right-turn lane on the southbound approach at its intersection of Costa Pacifica Way. North Coast Highway would serve as the primary access road to the project site.

Costa Pacifica Way is a private street located north of and adjacent to the project site, beginning at North Coast Highway and terminating in a dead-end approximately 1,000 feet to the west. Costa Pacifica Way would serve as the access road for the proposed project's parking structure, and the existing 96 dwelling unit Seacliff condominiums west of the project site.

Harbor Drive is located north of the project site and within the edge of the City and Camp Pendleton. It extends from Oceanside Harbor to its intersection with San Rafael Drive, where it becomes Vandergrift Boulevard, providing access to Camp Pendleton. Harbor Drive is a three-lane road (two westbound lanes and one eastbound lane) within the study area.

Surfrider Way is located south of the project site in downtown Oceanside and extends from The Strand to Horne Street. Surfrider Way is primarily a two-lane, undivided roadway with the exception of a stretch between North Coast Highway and the Metrolink railroad tracks, where it becomes a two-lane, divided roadway. The Circulation Element identifies Surfrider Way as a Local Street.

Civic Center Drive is located south of the project site in downtown Oceanside and extends from Cleveland Street to McNeil Street, where its name becomes Bush Street and continues east until its termination at Canyon Drive. Civic Center Drive is a two-lane, undivided roadway and is identified as a Collector Road by the Circulation Element.

Pier View Way is located south of the project site in downtown Oceanside and extends from Cleveland Street to Horne Street. Pier View Way is a two-lane, undivided roadway and is identified as a Local Street by the Circulation Element.

Mission Avenue is located south of the project site in downtown Oceanside and extends from Pacific Street to Frazee Road. The Circulation Element identifies Mission Avenue as a Secondary Collector in downtown Oceanside until its intersection with Horne Street, where the roadway becomes a Major Arterial (4-lanes) to the east. Mission Avenue is a one-way street (westbound) between Clementine Street and North Coast Highway.

Seagaze Drive is located south of the project site in downtown Oceanside and extends from Cleveland Street to Horne Street. Seagaze Drive is a two-lane, undivided roadway and is identified as a Local Street by the Circulation Element. Seagaze is a one-way street (eastbound) between Clementine Street and North Coast Highway.

Existing Bicycle Network

As identified by Caltrans, the following classes are used to identify bicycle facilities within the City of Oceanside:

Class I Bike Paths are hard-surface routes within an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use.

Class II Bike Lanes are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage.

Class III Bike Routes are marked by a series of signs designating a preferred route between destinations such as residential neighborhoods and shopping areas. These routes share the right-of-way with on-road vehicles.

The San Luis Rey River Trail is an approximately 9-mile Class I bike path that extends from two blocks east of the beach near the intersection of Sea Cottage Way/Neptune Way, to Andrew Jackson Street. In the vicinity of the project site, access to the San Luis Rey River Trail is available at the southern-most end of Costa Pacifica Way, next to the Seacliff condominiums.

In addition, Seagaze Drive, from the North Coast Highway to Clementine Street, is designated as a Class II bike lane. Additionally, The Strand, Pacific Street, and Cleveland Street are designated as Class III bike routes.

Existing Transit Conditions

The North County Transit District (NCTD) provides public transit service (bus and rail) in North San Diego County. NCTD transit services include:

- COASTER commuter rail service
- SPRINTER light rail
- BREEZE bus system
- FLEX rural and on-demand service
- LIFT paratransit

The Oceanside Transit Center, located approximately one mile south of the project site, serves the following routes:

- Riverside Transit Agency (RTA) Route 202
- BREEZE (101, 302, 303, 313, 318)
- FLEX (392, 395)
- COASTER
- SPRINTER
- Amtrak
- Metrolink
- Greyhound

NCTD FLEX bus routes 392 and 395 travel along North Coast Highway in the project's vicinity with the closest bus stops at Coast Highway/Surfrider Way, located approximately 0.3 mile south of the project site.

4.5.1.3 Existing Transportation System Operations

The existing operations of the roadway system is based on typical traffic conditions that occur in the project's study area for a majority of the year. Typical traffic conditions in the study area are based on weekday daily, and AM and PM peak hour local commuter traffic volumes generated by, for example, residents in the City and North County coastal areas, and servicemen/women and employees of Camp Pendleton. The existing conditions traffic counts used in the traffic analysis were collected during a mid-weekday (Thursday) in October 2018 while all applicable schools were in session.

The existing 96 dwelling unit Seacliff condominium development is the only land use currently generating traffic on Costa Pacifica Way. While existing counts show the Seacliff condominiums are currently generating approximately 280 daily trips, SANDAG condominium trip rates were conservatively used and this analysis allocates 768 daily trips existing on Costa Pacifica Way.

Roadway Segments

A roadway segment LOS analysis was prepared for the existing conditions. As shown in the Table 4.5-1, all of the study area roadway segments are currently operating with satisfactory LOS (LOS D) or better under existing conditions.

Table 4.5-1
Existing Typical Daily Roadway Segment Level of Service

Roadway Segment	Classification	LOS "E" ADT	Existing Conditions		
			ADT[1]	*V/C*[2]	*LOS*[3]
Coast Hwy, Harbor to Costa Pacifica	Collector Road (with TWLTL)	15,000	10,000	0.67	D
Coast Hwy, Costa Pacifica to SR-76	Collector Road (with TWLTL)	15,000	11,300	0.75	D
Coast Hwy, Neptune to Windward Way	Secondary Collector	25,000	18,700	0.75	D

Source: Appendix H
Note: LOS is based on City of Oceanside Roadway Segment LOS Thresholds
1 ADT – Average Daily Traffic
2 V/C – volume to capacity ratio
3 LOS – Level of Service

Intersections

An intersection LOS analysis was prepared for the existing conditions. Table 4.5-2 shows the results of the existing conditions LOS analysis. As shown in the table, all of the study area intersections are currently operating at LOS D or better under existing conditions, during both peak hours.

Table 4.5-2
Existing Typical Peak Hour Intersection LOS

No.	Intersection	LOS Method	AM Peak		PM Peak	
			Delay[1]	*LOS*[2]	*Delay*[1]	*LOS*[2]
1	Harbor Drive/Coast Hwy – I-5 southbound ramps	HCM	22.1	C	39.3	D
2	North Coast Highway /Costa Pacifica Way	HCM	10.2	B	14.0	B
3	San Luis Rey Mission Expwy-SR-76/I-5 NB ramps	HCM	13.3	B	19.1	B
4	San Luis Rey Mission Expwy-SR-76/I-5 NB ramps	HCM	17.7	B	13.0	B
5	San Luis Rey Mission Expwy-SR-76/Coast Hwy	HCM	24.0	C	32.0	C
6	North Coast Highway /Surfrider Way	HCM	23.6	C	33.1	C
7	North Coast Highway /Civic Center Drive	HCM	5.8	A	7.0	A
8	North Coast Highway /Pier View Way	HCM	3.5	A	10.0	B
9	North Coast Highway /Mission Avenue	HCM	18.2	B	15.5	B
10	North Coast Highway /Seagaze Drive	HCM	9.9	A	17.7	B
11	Costa Pacifica Way/Project Driveway 1	HCM	*Does not exist*			
12	North Coast Highway /Project Driveway 2	HCM	*Does not exist*			

Source: Appendix H.
HCM = Highway Capacity Manual; WBL = Westbound left; EBL = Eastbound left; SBL = Southbound left.
1 Delay in seconds per vehicle
2 Level of Service (LOS)

Freeway Mainlines

Table 4.5-3 presents the existing freeway mainline conditions along the I-5 corridor adjacent to the project site. As shown in the table, the two study area mainline segments would operate at acceptable LOS C in existing condition.

Table 4.5-3
Existing I-5 Freeway Mainline Operations

Freeway Segment	Dir	# of Lanes1	Peak Hour	Existing				
				Volume	*V/C*	*Density*[2]	*LOS*	*Speed*
I-5								
SR-76 to Mission Avenue	NB	4M	AM	5,009	0.60	20.5	C	67.8
			PM	4,516	0.54	18.8	C	66.1
	SB	4M	AM	4,248	0.53	18.6	C	64.9
			PM	5,514	0.67	23.6	C	65.6
Mission Avenue to Oceanside Boulevard	NB	4M	AM	5,422	0.64	21.8	C	67.2
			PM	5,516	0.65	22.6	C	65.9
	SB	4M	AM	5,344	0.63	21.5	C	67.0
			PM	6,104	0.72	25.6	C	64.2

Source: Appendix H.
Notes: M = Mainline Lanes; V/C = Volume-to-Capacity Ratio; LOS = Level of Service
1 Lane geometry taken from PeMS lane configurations at corresponding postmile.
2 Density reported as pc/mi/ln (passenger cars per mile per lane).
3 Speed reported as average speed, mi/h (miles per hour)

4.5.2 Regulatory Setting

City of Oceanside General Plan Master Transportation Roadway Plan

As required by State of California Law, the City has included and adopted a Master Transportation Roadway Plan as part of the City's General Plan. In tandem with the other elements of the City's General Plan, the Master Transportation Roadway Plan creates and addresses goals and policies as they related to the City's transportation system. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the City's roadways that compose the transportation network by providing service standards, objectives, and policies (City of Oceanside 2012). Applicable General Plan goals and their corresponding policies are listed below:

Objective i: Implement a circulation system that provide a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail.

Policy 2.4: The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.

Policy 2.5: The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.

Policy 3.3: All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual.

Policy 3.4: The City may permit construction of private streets within individual development projects, provided that:

- They are designed geometrically and structurally to meet City standards.
- Only project occupants are served.
- All emergency vehicle access requirements are satisfied.
- The streets do not provide direct through route between public streets.
- The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.

Policy 3.9: The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.

Policy 3.20: If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.

Related to Policy 3.20, the City's General Plan Circulation Element (City of Oceanside 2012) also states:

> …Any proposed development project that affects a street segment that already operates, or is projected to operate worse than LOS D, regardless of peak hour analysis, the developer shall propose, prepare and provide mitigation measure(s) for the City to review. If there are no feasible mitigation measures that would fully mitigate traffic impacts, the developer shall propose, prepare and provide various mitigation measures, such as Traffic Management Center tools and resources, which may not include physical improvements to the impacted facility. Where various mitigation measures have been prepared, agreed upon by the City, and will be implemented, yet are not sufficient to fully mitigate the traffic impacts, then LOS E during peak hour periods will be considered acceptable.

SANDAG Regional Transportation Plan and Sustainable Communities Strategy

The San Diego Association of Governments' (SANDAG's) *San Diego Forward: The Regional Plan* (Regional Plan) (SANDAG 2015) combines the region's two most important existing planning documents—the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl (SANDAG 2004). The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan. A Final Regional Plan was adopted by the SANDAG Board of Directors on October 9, 2015.

SB 743, CEQA Guidelines Update

In 2013, SB 743 was signed into law and requires new metrics for analyzing transportation impacts under CEQA to provide an alternative to level of service (LOS). Per the updated 2019 CEQA Guidelines, measurements of transportation impacts will include vehicle miles traveled (VMT) for analysis completed after July 1, 2020. As this analysis herein is provided prior to July 1, 2020 and the City of Oceanside currently uses LOS analysis, a VMT analysis is not warranted for this project.

Coast Highway Vision and Strategic Plan

The project site is located within the Coast Highway Vision and Strategic Plan area. The Coast Highway Vision and Strategic Plan is an advisory document developed by the City for development intended to revitalize and enhance the Coast Highway Corridor (City of Oceanside 2009). The plan's objectives are to promote the Oceanside identity, promote smart growth, encourage regulatory flexibility, promote high quality design, and the preservation of historical resources. This plan includes three components; a map, the implementation strategy and design guidelines. The plan envisions the Coast Highway corridor being developed into a pedestrian and

transit-oriented area with a mix of commercial, residential, and visitor-serving uses. The Coast Highway Vision and Strategic Plan specifically identifies a series of Nodes and Avenues, where the Nodes provide a mix of residential and local retail uses with a pedestrian and transit focus, and the Avenue segments including a center median, multi-family developments and auto-oriented uses. The project site is located in the Las Ramblas North 'O' Node area, which is identified as a mixed-use area and a redevelopment area.

Coast Highway Corridor Study

The Coast Highway Corridor Study is a City effort intended to implement the street enhancements and changes proposed in the above-mentioned Coast Highway Vision and Strategic Plan. The Coast Highway Corridor Study addresses a 3.5-mile segment of Coast Highway within the City located between Harbor Drive and Eaton Street. The goals of this plan are as follows (City of Oceanside 2019):

1. Improving pedestrian and bicycle infrastructure with a focus on safety and comfort
2. Enhancing access to transit
3. Modifying the roadway with improvements such as roundabouts to improve traffic flow
4. Improving parking access to businesses along the corridor
5. Encouraging economic development through improvements in mobility and the public streetscape

The project site is located within the proposed Segment 1: Harbor Drive to State Route 76 study area in the northern area of this plan. This segment of North Coast Highway is shown to be reduced to one lane in each direction with a center turn-lane, striped bicycle lane, and parking only allowed on the western side of the roadway. A mid-block Continental crosswalk is designated across North Coast Highway at Costa Pacifica Way and a two-lane roundabout is included at the intersection of North Coast Highway and State Route 76.

4.5.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to traffic and circulation would occur if the proposed project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

In accordance with the above significance criteria, this analysis uses the following standards to evaluate traffic impacts.

Vehicle Level of Service (LOS)

The City's Circulation Element (City of Oceanside 2012) has an objective to: "Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods." Therefore, if a project causes a facility to operate from LOS D or better, to LOS E or F, the project would have a significant impact. Furthermore, based on the City's Significance Determination Thresholds, impacts related to street system traffic load and capacity would be significant if any intersection, roadway segment, or freeway segment, affected by the project, would operate at LOS E or F under either direct or cumulative conditions and the project traffic impact exceeded the thresholds shown in Table 4.5-3.

The City of Oceanside uses the SANTEC/ ITE guidelines for the determination of significance of vehicular traffic impacts. Per these guidelines, LOS D or better is considered acceptable. Significance thresholds are shown in Table 4.5-4. If the project's traffic impact causes the value in this table to be exceeded, it is determined to be a significant project impact.

Table 4.5-4
Measures of Significant Project Impacts

Level of Service with Project	Allowable Change due to Project Impact[b]				
	Freeways		*Roadway Segments*		*Intersections*
	V/C	*Speed (mph)*	*V/C*	*Speed (mph)*	*Delay (sec.)*
E and F	0.01	1	0.02	1	2

Source: City of Oceanside, SANTEC/ITE 2000.

[a] All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using Table 2 I or a similar LOS chart for each jurisdiction). The acceptable LOS for roadways and intersections is generally "D" ("C" for undeveloped or not densely developed locations per jurisdiction definitions).

[b] If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are deemed to be significant. These impact changes may be measured from appropriate computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible mitigations (within the Traffic Impact Study [TIS] report) that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note "a" above), the project applicant shall be responsible for mitigating significant impact changes.

General Notes:

1 V/C = Volume to Capacity Ratio
2 Speed = Arterial speed measured in miles per hour
3 Delay = Average stopped delay per vehicle measured in seconds for intersections.
4 LOS = Level of Service

Multi-modal Plan Consistency

The multi-modal consistency analysis shall be based on consistency with the following relevant plans: Circulation Element, Coast Highway Vision and Strategic Plan, and Coast Highway Corridor Study. The Circulation Element goals and polices are aimed at incorporating complete streets throughout the Oceanside transportation network that serve all users of streets, roads and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit. The Coast Highway Vision and Strategic Plan envisions the Coast Highway corridor being developed into a pedestrian and transit-oriented area with a mix of commercial, residential, and visitor-serving uses. The Coast Highway Corridor Study incorporates improved pedestrian and bicycle infrastructure with a focus on safety and comfort. The plan also encourages economic development through improvements in mobility and the public streetscape. If the project does not comply with an aspect of these, then further review would be necessary to determine if a potential physical significant impact would result.

CEQA Consistency

Per CEQA Guidelines Section 15064.3, vehicle mile travelled (VMT) analysis criteria detailed in this CEQA Guidelines Section apply only to environmental documents that are sent out for public review on or after July 1, 2020 unless adopted earlier by the lead agency.

Geometric Design and Emergency Access

To determine impacts related to hazards due to a geometric design feature and emergency access adequacy, a review of compliance with the City's roadway standards is utilized. City roadway and emergency access requirements are considered to provide for address roadway safety and adequate emergency access. If a feature does not comply with the standards, then further review is necessary to determine if a potential hazard or inadequate emergency access would occur.

4.5.4 Impacts Analysis

Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Proposed Project Trip Generation, Distribution, and Assignment

Trip Generation

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (SANDAG 2002), which are the generation rates used for traffic analysis in the City and elsewhere in the region. To be conservative, the trip generation estimates for the project are based on the trip generation rates for multi-family residential land uses

and occupancy of the commercial space by a sit-down, high turnover restaurant land use. In addition, the square footage of the retail use was conservatively assumed to be 5,800 square-feet, which is higher than the currently proposed 5,422 square-feet. As shown in Table 4.5-5, the project would generate 2,782 daily trips, including 222 AM peak hour trips and 241 PM peak hour trips. With the consideration of SANDAG's regional "smart growth" policies for mixed-use developments, pass-by trips (existing traffic that would pass-by the retail/restaurant use on their primary trips) and internal trip capture (trips that would originate from the proposed residential uses), the project would ultimately generate 2,495 net daily trips, including 199 net AM peak hour trips and 202 net PM peak hour trips.

Table 4.5-5
Project Trip Generation for Alta Oceanside Mixed-Use Project

SANDAG Trip Generation Rates									
				AM Peak Hour			*PM Peak Hour*		
Land Use	*Size/Unit*		*Daily*	*% In*	*% Out*	*Total*	*% In*	*% Out*	*Total*
Residential Apartments (multi-family >20dua)	per DU		6	20%	80%	8%	70%	30%	9%
Restaurant - Sit-Down, High Turnover	per TSF		160	50%	50%	8%	60%	40%	8%
Trip Generation									
Apartment Units	309	DU	1,854	30	118	148	117	50	167
High-Turnover Restaurant	5.80	TSF	928	37	37	74	44	30	74
Total Trip Generation			**2,782**	**67**	**155**	**222**	**161**	**80**	**241**
Restaurant pass-by trips (10% Daily/AM, 20% PM)[1]			0	0	0	0	-9	-6	-15
Vehicle Trip Reduction (10%)[2]			-287	-7	-16	-23	-16	-8	-24
Total NET Trip Generation			**2,495**	**60**	**139**	**199**	**136**	**66**	**202**

Source: Appendix H
Notes: TSF = 1000 square feet; DU = Dwelling Unit
Trip rates from the SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, 2002.
1 SANDAG does not provide daily and AM peak hour pass-by percentages. Daily and AM pass-by percentages were determined to be one-half of the PM Peak Hour pass by percentages.
2 Consistent with SANDAG's regional "smart growth" policies, vehicle trip reductions were applied for mixed-use developments.

Trip Distribution/Assignment

Project traffic for the restaurant and apartment uses would utilize the proposed driveway on Costa Pacifica Way to enter and exit the site; with a secondary driveway proposed on North Coast Highway to serve a surface parking lot of 25 spaces, and as a fire access road. Based on the commute corridors and other relevant factors, approximately 60% of project traffic was assigned to travel to and from I-5 during the peak hours, of which, 20% would travel north of the project site and 40% would travel south of the project site. The remaining 40% of project traffic would be destined east and south of the project site via SR-76 (10%), Mission Avenue (10%), and North Coast Highway (20%).

Existing Plus Project Conditions

The Existing plus Project condition assumes no background traffic growth would occur from traffic generated by other approved and/or pending projects (i.e., cumulative development).

Roadway Segments

As shown in Table 4.5-6, with the addition of project traffic, the study area roadway segments of North Coast Highway, Costa Pacifica Way to SR-76, would operate at LOS E. The segments of North Coast Highway, from Harbor Drive to Costa Pacifica Way, and from Neptune Way to Windward Way, would continue to operate with satisfactory LOS at a LOS D or better.

Based on the City's daily roadway segment significance criteria (Table 4.5-4), a project would have a significant impact if it caused a segment to drop to LOS E or F from LOS D or better; or, if it increased the V/C ratio by 0.02 V/C or more at a segment operating at LOS E or F without the project. The addition of project traffic would cause the LOS of the segment of North Coast Highway, Costa Pacifica Way to SR-76, to degrade from LOS D to LOS E. Therefore, the project would result in a **significant direct impact** to North Coast Highway, Costa Pacifica Way to SR-76, under the Existing plus Project condition.

Table 4.5-6
Existing plus Project Roadway Segment Level of Service

Roadway Segment	Classification	LOS "E" ADT	Existing			Project Traffic	Existing plus Project			Change in V/C	Significant Impact?
			ADT	*V/C*	*LOS*		*ADT*	*V/C*	*LOS*		
North Coast Hwy, Harbor Dr to Costa Pacifica Way	Collector Road (with TWLTL)	15,000	10,000	0.67	D	252	10,252	0.68	D	0.02	No
North Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	11,300	0.75	D	2200	13,500	**0.90**	**E**	**0.15**	**Yes**
North Coast Hwy, Neptune Way to Windward Way	Secondary Collector	25,000	18,700	0.75	D	752	19,452	0.78	D	0.03	No

Source: Appendix H
Note: ADT – Average Daily Traffic, V/C – Volumes to Capacity Ratio, LOS – Level of Service

Intersections

As shown in Table 4.5-7, all of the study area intersections are forecast to continue to operate with satisfactory LOS, at LOS D or better, under Existing plus Project conditions during both peak hours. The change in delay with addition of the project results in slightly reduced delays at some of the study intersections due to signal timing optimization that would occur. These changes are less than 1.0 second at intersections that are operating at LOS D or better, and are consistent with the experience and expectations of the traffic experts. Since all study area intersections are forecast to operate at LOS D or better, the project would have a **less-than-significant impact** to intersections under Existing plus Project conditions.

Table 4.5-7
Existing plus Project Peak Hour Intersection Level of Service

		Existing				Existing plus Project				Change in Delay[1]		Sig. Impact?	
		AM Peak		*PM Peak*		*AM Peak*		*PM Peak*					
No.	**Intersection**	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*Delay*	*LOS*	*AM*	*PM*	*AM*	*PM*
1	Harbor Drive-Coast Hwy/I-5 southbound ramps	22.1	C	39.3	D	22.7	C	39.7	D	0.6	0.4	no	no
2	North Coast Highway/Costa Pacifica Way	10.2	B	14.0	B	12.6	B	19.2	C	2.4	5.2	no	no
3	San Luis Rey Mission Exwy-SR-76/I-5 NB ramps	13.3	B	19.1	B	14.1	B	19.2	B	0.8	0.1	no	no
4	San Luis Rey Mission Exwy-SR-76/I-5 NB ramps	17.7	B	13.0	B	17.3	B	12.6	B	-0.4	-0.4	no	no
5	San Luis Rey Mission Exwy-SR-76/Coast Hwy	24.0	C	32.0	C	28.6	C	34.7	C	4.6	2.7	no	no
6	North Coast Highway/Surfrider Way	23.6	C	33.1	C	22.8	C	33.1	C	-0.8	0	no	no
7	North Coast Highway/Civic Center Drive	5.8	A	7.0	A	5.4	A	6.8	A	-0.4	-0.2	no	no
8	North Coast Highway/Pier View Way	3.5	A	10.0	B	3.3	A	9.9	A	-0.2	-0.1	no	no
9	North Coast Highway/Mission Avenue	18.2	B	15.5	B	17.6	B	15.4	B	-0.6	-0.1	no	no
10	North Coast Highway/Seagaze Drive	9.9	A	17.7	B	9.6	A	17.5	B	-0.3	-0.2	no	no
11	Project Driveway 1/Costa Pacifica Way	*Does not Exist*				9.2	A	8.6	A	*n/a*	*n/a*	no	no

Table 4.5-7
Existing plus Project Peak Hour Intersection Level of Service

No.	Intersection	Existing				Existing plus Project				Change in Delay[1]		Sig. Impact?	
		AM Peak		PM Peak		AM Peak		PM Peak					
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
12	North Coast Highway/Project Driveway 2	*Does not Exist*				9.3	A	10.9	B	*n/a*	*n/a*	no	no

Source: Appendix H
Note: HCM = Highway Capacity Manual; Int. = Intersection, LOS=Level of Service, Delay in seconds per vehicle
[1]The change in delay with addition of the project results in slightly reduced delays at some of the study intersections due to signal timing optimization. These changes are less than 1.0 seconds at intersections that are operating at LOS D or better, and therefore are considered to be insignificant changes.

Freeway Mainlines

Table 4.5-8 presents the Existing and Existing plus Project freeway mainline conditions along the I-5 corridor within the project Study Area. As shown in the table, the two study area mainline segments would continue to operate at LOS C in Existing plus Project condition with the addition of project traffic. Since both study area freeway mainline segments are forecast to operate at LOS D or better with the addition of project traffic, project impacts to freeway mainline segment impacts in the Existing plus Project condition would be **less than significant**.

Existing Plus Cumulative Projects Plus Project Conditions

This section describes direct impacts under Existing plus Cumulative Projects plus Project conditions within the study area for roadway segment and intersection operations, and analyzes significance based on the threshold criteria. This analysis evaluates traffic based on the approval and construction of the following projects within the study area: Marriott Residence Inn, Oceanside Beach Resort, Block 5, Block 20, Block 18, Block 19, North Coast Highway Starbucks, Lot 23, and the Belvedere Hotel & Residence. The existing roadway and intersection geometrics in the study area have been assumed to be maintained in this scenario. This provides for a conservative analysis since the cumulative projects listed above may be required to construct roadway segment and/or intersection improvements that would improve roadway capacity or intersection traffic flows. The project trip assignment was added to the Existing plus Cumulative Projects traffic volumes to derive the Existing plus Cumulative Projects plus Project traffic volumes. Refer to Appendix H for additional details regarding methodology.

Roadway Segments

All roadway segments are forecast to operate at LOS D or better under Existing plus Cumulative Projects conditions (Table 4.5-9). As shown in Table 4.5-9, with the addition of project traffic, the study area roadway segment of North Coast Highway, Costa Pacifica Way to SR-76, would operate at LOS E. The

segments of North Coast Highway, from Harbor Drive to Costa Pacifica Way, and from Neptune Way to Windward Way, would continue to operate at satisfactory LOS D.

Based on the City's daily roadway segment significance criteria, a project would have a significant impact if it caused a segment to drop to LOS E or F from LOS D or better; or, if it increased the V/C ratio by 0.02 V/C or more at a segment operating at LOS E or F without the project. The addition of project traffic would cause the LOS of the segment of North Coast Highway, Costa Pacifica Way to SR-76, to degrade from LOS D to LOS E. Thus, the project would result in a **significant direct impact** to North Coast Highway, Costa Pacifica Way to SR-76, under the Existing plus Cumulative Projects plus Project condition.

Table 4.5-8
Existing plus Project I-5 Freeway Mainline Operations

Freeway Segment	Dir	# of Lanes1	Peak Hour	Existing					Existing plus Project					Δ V/C	Δ Speed	Sig. Impact?
				Volume	*V/C*	*Density*[2]	*LOS*	*Speed*[3]	*Volume*	*V/C*	*Density*[2]	*LOS*	*Speed*[3]			
Interstate 5																
SR-76 to Mission Avenue	NB	4M	AM	5,009	0.60	20.5	C	67.8	5,033	0.60	20.6	C	67.8	0.00	0.0	No
			PM	4,516	0.54	18.8	C	66.1	4,571	0.55	19.0	C	66.1	0.01	0.0	No
	SB	4M	AM	4,248	0.53	18.6	C	64.9	4,304	0.54	18.8	C	64.9	0.01	0.0	No
			PM	5,514	0.67	23.6	C	65.6	5,540	0.68	23.7	C	65.5	0.01	-0.1	No
Mission Avenue to Oceanside Boulevard	NB	4M	AM	5,422	0.64	21.8	C	67.2	5,446	0.64	21.8	C	67.1	0.00	-0.1	No
			PM	5,516	0.65	22.6	C	65.9	5,571	0.66	22.9	C	65.8	0.01	-0.1	No
	SB	4M	AM	5,344	0.63	21.5	C	67.0	5,400	0.63	21.8	C	66.9	0.00	-0.1	No
			PM	6,104	0.72	25.6	C	64.2	6,130	0.72	25.7	C	64.1	0.00	-0.1	No

Source: Appendix H
Notes: M = Mainline Lanes; V/C = Volume-to-Capacity Ratio; LOS = Level of Service
1 Lane geometry taken from PeMS lane configurations at corresponding postmile.
2 Density reported as pc/mi/ln (passenger cars per mile per lane).
3 Speed reported as average speed, mi/h (miles per hour)

Table 4.5-9
Existing plus Cumulative Projects plus Project Roadway Segment Level of Service

Roadway Segment	Classification	LOS "E" ADT	Existing plus Cumulative Projects			Project Traffic	Existing plus Cumulative Projects plus Project			Change in V/C	Significant Impact?
			ADT	*V/C*	*LOS*		*ADT*	*V/C*	*LOS*		
North Coast Hwy, Harbor Dr to Costa Pacifica Way	Collector Road (with TWLTL)	15,000	10,300	0.69	D	252	10,552	0.70	D	0.02	no
North Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	11,800	0.79	D	2200	14,000	**0.93**	**E**	**0.15**	**yes**
North Coast Hwy, Neptune Way to Windward Way	Secondary Collector	25,000	20,600	0.82	D	752	21,352	0.86	D	0.03	no

Source: Appendix H

Note:

1 ADT – Average Daily Traffic

2 V/C – Volumes to Capacity Ratio

3 LOS – Level of Service

Intersections

All intersections are forecast to operate at LOS D or better under Existing plus Cumulative Projects conditions (Table 4.5-10). As shown in Table 4.5-10, all of the study area intersections are forecast to continue to operate with satisfactory LOS D or better, under Existing plus Cumulative Projects plus Project conditions during both peak hours. As previously discussed, the change in delay with addition of the project results in slightly reduced delays at some of the study intersections due to signal timing optimization that would occur. Since all the intersections operate at LOS D or better, the project would have a **less than significant impact** to intersections under Existing plus Cumulative Projects plus Project conditions.

Table 4.5-10
Existing plus Cumulative Projects plus Project Intersection Level of Service

#	Intersection	Existing plus Cumulative Projects				Existing plus Cumulative Projects plus Project				Change in Delay[1]		Sig. Impact?	
		AM Peak		*PM Peak*		*AM Peak*		*PM Peak*					
		Delay	*LOS*[2]	*Delay*	*LOS*[2]	*Delay*	*LOS*	*Delay*[1]	*LOS*	*AM*	*PM*	*AM*	*PM*
1	Harbor Drive-Coast Hwy/I-5 southbound ramps	22.4	C	39.4	D	22.9	C	39.8	D	0.5	0.4	No	No
2	North Coast Highway/Costa Pacifica Way	10.5	B	14.4	B	13.0	B	19.9	C	2.5	5.5	No	No
3	San Luis Rey Mission Exwy-SR-76/I-5 NB ramps	13.3	B	19.2	B	14.2	B	19.2	B	0.9	0.0	No	No
4	San Luis Rey Mission Exwy-SR-76/I-5 NB ramps	17.6	B	13.0	B	17.3	B	12.5	B	-0.3	-0.5	No	No
5	San Luis Rey Mission Exwy-SR-76/Coast Hwy	24.3	C	32.3	C	29.1	C	35.1	D	4.8	2.8	No	No
6	North Coast Highway/Surfrider Way	27.8	C	35.0	C	27.6	C	34.9	C	-0.2	-0.1	No	No
7	North Coast Highway/Civic Center Drive	5.0	A	6.7	A	4.8	A	6.5	A	-0.2	-0.2	No	No
8	North Coast Highway/Pier View Way	5.1	A	12.9	B	5.5	A	12.9	B	0.4	0.0	No	No
9	North Coast Highway/Mission Avenue	19.1	B	23.5	C	20.0	B	23.4	C	0.9	-0.1	No	No
10	North Coast Highway/Seagaze Drive	11.5	B	16.5	B	11.2	B	16.4	B	-0.3	-0.1	No	No
11	Project Driveway 1/Costa Pacifica Way	*Does not Exist*				9.2	A	8.6	A	*n/a*	*n/a*	No	No
12	North Coast Highway/Project Driveway 2	*Does not Exist*				9.4	A	11.0	B	*n/a*	*n/a*	no	no

Source: Appendix H
Note: HCM = Highway Capacity Manual; Int. = Intersection, Delay in seconds per vehicle, Level of Service = LOS

[1] The change in delay with addition of the project results in slightly reduced delays at some of the study intersections due to signal timing optimization. These changes are less than 1.0 seconds at intersections that are operating at LOS D or better, and therefore are considered to be insignificant changes.

Freeway Mainline

Table 4.5-11 presents Existing plus Cumulative Projects and Existing plus Cumulative Projects plus Project freeway mainline conditions along the I-5 corridor within the project study area. As shown in the table, the two study area mainline segments would operate at LOS D or better in the Existing plus Cumulative Projects plus Project condition. Therefore, the addition of project traffic to the Existing plus Cumulative Projects volumes on the study area mainline segments would result in a **less than significant** impact.

Buildout Year (2035) plus Project Conditions

This section describes cumulative impacts under Buildout Year (2035) plus Project conditions within the study area for roadway segment and intersection operations, and analyzes significance based on the threshold criteria. The Buildout Year condition represents buildout of the land uses and transportation network in the City's General Plan. The project trip assignment was added to the Buildout Year (2035) traffic volumes to derive the Buildout Year (2035) plus Project traffic volumes. Based on review of the 2035 street network (according to the No Project scenario of the Coast Highway Corridor Project), no additional improvements are planned for the study area. Therefore, the existing roadway and intersection geometrics in the study area have been maintained through the Buildout Year traffic scenario. Refer to Appendix H for additional details regarding methodology.

Roadway Segments

As shown in Table 4.5-12, the North Coast Highway segments of Harbor Drive to Costa Pacifica Way, and Costa Pacifica Way to SR-76, are forecast to operate at LOS F under Buildout Year (2035) conditions (no project) and all other segments would operate at acceptable levels. With the addition of project traffic, the study area roadway segments of North Coast Highway, Harbor Drive to Costa Pacifica Way; and, North Coast Highway, Costa Pacifica Way to SR-76, are forecast to continue to operate at LOS F. The North Coast Highway segment from Neptune Way to Windward Way is forecast to continue to operate at a LOS D.

Based on the City's daily roadway segment significance criteria (Table 4.5-4), a project would have a significant impact if it caused a segment to drop from LOS E or F from LOS D or better; or, if it increased the V/C ratio by 0.02 V/C or more at a segment operating at LOS E or F without the project. The project would increase the V/C ratio at the North Coast Highway, Harbor Drive to Costa Pacifica Way segment, and the Costa Pacifica Way to SR-76 segment, by 0.02 V/C and 0.15 V/C, respectively (Table 4.5-12). Since both segments are forecast to operate at LOS F without the project and the project would increase the V/C in exceedance of the significance criteria, the project would result in a **significant cumulative impact** to these segments under the Buildout Year (2035) plus Project condition.

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Table 4.5-11
Existing plus Cumulative Projects plus Project Freeway Mainline Operations

Freeway Segment	Dir	# of Lanes1	Peak Hour	Existing plus Cumulative Projects					Existing plus Cumulative Projects plus Project					Δ V/C	Δ Speed	Sig Impact?
				Volume	*V/C*	*Δ V/C*	*Δ Speed*	*Sig. Impact?*	*Volume*	*V/C*	*Density*[2]	*LOS*	*Speed*[3]			
Interstate 5																
SR-76 to Mission Avenue	NB	4M	AM	5,076	0.61	20.8	C	67.7	5,100	0.61	20.9	C	67.7	0.00	0.0	No
			PM	4,574	0.55	19.0	C	66.1	4,629	0.56	19.3	C	66.1	0.01	0.0	No
	SB	4M	AM	4,314	0.54	18.9	C	64.9	4,370	0.55	19.1	C	64.9	0.01	0.0	No
			PM	5,587	0.68	23.9	C	65.4	5,613	0.69	24.1	C	65.3	0.01	-0.1	No
Mission Avenue to Oceanside Boulevard	NB	4M	AM	5,494	0.64	22.2	C	67.0	5,518	0.65	22.3	C	67.0	0.01	0.0	No
			PM	5,586	0.66	22.9	C	65.8	5,641	0.66	23.2	C	65.7	0.00	-0.1	No
	SB	4M	AM	5,424	0.64	21.9	C	66.9	5,480	0.64	22.1	C	66.8	0.00	-0.1	No
			PM	6,185	0.73	26.1	D	63.9	6,211	0.73	26.2	D	63.8	0.00	-0.1	No

Source: Appendix H

Notes: M = Mainline Lanes; V/C = Volume-to-Capacity Ratio; LOS = Level of Service

1 Lane geometry taken from PeMS lane configurations at corresponding postmile.

2 Density reported as pc/mi/ln (passenger cars per mile per lane).

3 Speed reported as average speed, mi/h (miles per hour)

Table 4.5-12
Buildout Year (2035) plus Project Roadway Segment Level of Service

Roadway Segment	Classification	LOS "E" ADT	Buildout Year (2035)			Project Traffic	Buildout Year (2035) plus Project			Change in V/C	Sig. Impact?
			ADT[1]	*V/C*[2]	*LOS*[3]		*ADT*[1]	*V/C*[2]	*LOS*[3]		
North Coast Hwy, Harbor Dr to Costa Pacifica Way	Collector Road (with TWLTL)	15,000	17,300	**1.15**	**F**	252	17,600	**1.17**	**F**	**0.02**	**yes**
North Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	15,400	**1.03**	**F**	2200	17,600	**1.17**	**F**	**0.15**	**yes**
North Coast Hwy, Neptune Way to Windward Way	Secondary Collector	25,000	19,650	0.79	D	752	20,400	0.82	D	0.03	no

Source: Appendix H
Note:
ADT – Average Daily Traffic, V/C – Volumes to Capacity Ratio, LOS – Level of Service

Intersections

Table 4.5-13 summarizes the results of the Buildout Year plus Project intersection analysis for the AM and PM peak hours. As shown in the table, all of the study area intersections are forecast to continue to operate at LOS D or better under Buildout Year (2035) during both peak hour conditions with the exception of Harbor Drive/ North Coast Highway – I-5 southbound ramps, which is forecast to operate at LOS F in PM peak hour. These changes are less than 1.0 seconds at intersections that are operating at LOS D or better, and therefore are considered to be insignificant changes.

All of the study area intersections are forecast to continue to operate at the same level of service, including Harbor Drive and North Coast Highway – I-5 southbound ramps under the Buildout Year (2035) plus Project condition. The Harbor Drive and North Coast Highway – I-5 southbound ramps intersection is forecast to continue to operate at LOS F in the PM peak hour with the addition of project traffic. As the project's increase in delay during the PM peak hour is less than 1.0 second (+0.3 seconds), the project impact would be below the City's significance criteria. Therefore, the project is not considered to have a significant impact to intersections under Buildout Year (2035) plus Project conditions. The project impact to intersections in the cumulative condition would be l**ess than significant.**

Table 4.5-13
Buildout Year (2035) plus Project Peak Hour Intersection Level of Service

No.	Intersection	Buildout Year (2035)				Buildout Year (2035) plus Project				Change in Delay[1]		Significant Impact?	
		AM Peak		PM Peak		AM Peak		PM Peak					
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	AM	PM
1	Harbor Drive-Coast Hwy/I-5 SB ramps	24.1	C	**115.7**	**F**	24.3	C	**116.0**	**F**	0.2	0.3	no	no
2	North Coast Highway/Costa Pacifica Way	10.6	B	19.1	C	13.7	B	29.1	D	3.1	10.0	no	no
3	San Luis Rey Mission Expwy/I-5 NB ramps	13.1	B	49.8	D	13.8	B	50.5	D	0.7	0.7	no	no
4	San Luis Rey Mission Expwy/I-5 NB ramps	18.0	B	13.7	B	18.0	B	13.3	B	0.0	-0.4	no	no
5	San Luis Rey Mission Expwy/Coast Hwy	24.0	C	37.9	D	29.0	C	43.7	D	5.0	5.8	no	no
6	North Coast Highway/Surfrider Way	27.9	C	39.8	D	27.6	C	39.4	D	-0.3	-0.4	no	no
7	North Coast Highway/Civic Center Drive	5.1	A	12.5	B	4.7	A	12.3	B	-0.4	-0.2	no	no
8	North Coast Highway/Pier View Way	5.1	A	6.4	A	4.8	A	6.3	A	-0.3	-0.1	no	no
9	North Coast Highway/Mission Avenue	17.4	B	30.3	C	17.1	B	30.8	C	-0.3	0.5	no	no
10	North Coast Highway/Seagaze Drive	19.5	B	41.0	D	19.0	B	41.6	D	-0.5	0.6	no	no
11	Project Driveway 1/Costa Pacifica Way	*Does not exist*				9.2	A	8.6	A	*n/a*	*n/a*	no	no
12	North Coast Highway/Project Driveway 2	*Does not exist*				9.4	A	12.3	B	*n/a*	*n/a*	no	no

Source: Appendix H
Note: HCM = Highway Capacity Manual; Int. = Intersection, Delay in seconds per vehicle, LOS= Level of Service
[1]The change in delay with addition of the project results in slightly reduced delays at some of the study intersections due to signal timing optimization. These changes are less than 1.0 seconds at intersections that are operating at LOS D or better, and therefore are considered to be insignificant changes.

Mainline Operations

Table 4.5-14 presents Buildout Year (2035) Baseline and Buildout Year (2035) plus Project mainline segment operations along the I-5 corridor adjacent to the project site. As shown in the table, the two mainline segments would operate at LOS D or better in the Buildout Year plus Project conditions. Therefore, the addition of project traffic to the Buildout Year (2035) condition would result in a **less than significant** freeway mainline impact.

Table 4.5-14
Buildout Year plus Project Freeway Mainline Operations

Freeway Segment	Dir	# of Lanes[1]	Peak Hour	Buildout Year (2035) Baseline					Buildout Year plus Project					Δ V/C	Δ Speed	Sig. Impact?
				Volume	*V/C*	*Density*[2]	*LOS*	*Speed*[3]	*Volume*	*V/C*	*Density*[2]	*LOS*	*Speed*[3]			
Interstate 5																
SR-76 to Mission Avenue	NB	4M	AM	5,545	0.67	23.0	C	66.7	5,569	0.67	23.1	C	66.7	0.00	0.0	No
			PM	5,000	0.60	20.9	C	65.9	5,055	0.61	21.1	C	65.9	0.01	0.0	No
	SB	4M	AM	4,703	0.59	20.6	C	64.9	4,759	0.59	20.8	C	64.9	0.00	0.0	No
			PM	6,104	0.75	26.9	C	63.7	6,130	0.75	27.0	D	63.6	0.00	-0.1	No
Mission Avenue to Oceanside Boulevard	NB	4M	AM	6,002	0.70	24.8	C	65.6	6,026	0.71	24.8	C	65.6	0.01	0.0	No
			PM	6,106	0.72	25.6	C	64.4	6,161	0.73	25.9	C	64.3	0.01	-0.1	No
	SB	4M	AM	5,916	0.69	24.3	C	65.7	5,972	0.70	24.6	C	65.5	0.01	-0.2	No
			PM	6,757	0.80	29.5	D	61.7	6,783	0.80	29.6	D	61.6	0.00	-0.1	No

Source: Appendix H

Notes: M = Mainline Lanes; V/C = Volume-to-Capacity Ratio; LOS = Level of Service

1 Lane geometry taken from PeMS lane configurations at corresponding postmile.

2 Density reported as pc/mi/ln (passenger cars per mile per lane).

3 Speed reported as average speed, mi/h (miles per hour)

Construction Traffic

Construction of the proposed project would have the potential to create temporary traffic impacts by the generation of construction-related traffic (construction workers, and vendor and haul trucks) to and from the project site. The traffic generated by the construction phase would be removed from the street network once the project is constructed. All construction related traffic would access the project site via existing and proposed driveways along North Coast Highway and Costa Pacifica Way; and most of the construction activities would occur on project site. For any potential construction related activities in the public right-of-way during the construction period, applicable City regulations and policies require two-way traffic would be maintained pursuant to a Traffic Control Plan (TCP) (see Section 3.2.5.6, Traffic Control Plan).

The project's general construction phasing and schedule (Section 3.2.6, Construction Phasing and Conceptual Grading) was utilized to estimate the proposed project's peak daily and peak hour construction traffic generation. Based on the estimated peak number of workers, vendor and haul truck trips across the various phases and months of the proposed project, the peak construction phase was identified as the Building Construction phase. During this phase, while there would be many different combinations of construction related trips, the maximum number of daily on-site workers would be 206 workers, and the maximum number of trucks would be 53 vendor or equipment delivery trucks, and 2 haul trucks, for a total of 55 trucks per day.

Based on hours of construction operations, all workers would arrive at the site before 7:00 a.m., (i.e., before the AM peak period) and leave by 4:00 p.m. (i.e., during the PM peak period). The truck trips would generally be equally distributed over an 8-hour construction period. Additionally, approximately 10% of the workers are anticipated to carpool to/from the project site. Based on these assumptions, Table 4.5-15 provides the projects' trip generation for the peak construction phase.

Table 4.5-15
Construction Trip Generation

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	*Out*	*Total*	*In*	*Out*	*Total*
Trip Generation								
Construction Workers (cars) [1]	186 Cars	372	0	0	0	0	186	186
Vendor and Haul Trucks[2]	55 Trucks	110	7	7	14	7	7	14
	Total	**482**	**7**	**7**	**14**	**7**	**193**	**200**

Source: Appendix H

[1] A carpool factor of 1.1 (i.e., 10 percent) was utilized. All workers are assumed to arrive before the AM peak period, however they would depart during the PM peak period.

[2] All trucks are assumed to generate 2 trips per day (one inbound trip and one outbound trip), and all truck trips are equally distributed over an 8-hour construction period.

As shown in Table 4.5-15, during the peak construction phase, the project would generate approximately 482 daily trips. The construction worker trips would be distributed similar to the local and regional distribution as the proposed project, while truck traffic would primarily access the site on North Coast Highway, via the SR-76 interchange to the south. The project would generate approximately 2,504 net daily trips, 199 net AM peak hour net trips (60 inbound and 139 outbound), and 202 net PM peak hour net trips (136 inbound and 66 outbound). As shown in the level of service analysis in the project has a significant daily roadway segment impact at Coast Highway, Costa Pacifica Way to SR-76, and less than significant impact at the remaining study area roadway segments and all intersections.

For any potential construction related activities in the public right-of-way during the construction period, two-way traffic would be maintained and the City would require a Traffic Control Plan (TCP) be prepared by the project's contractor (see Section 3.2.5.6, Traffic Control Plan).

Since the daily construction trip generation is significantly lower than the proposed project's daily and AM peak hour trip generation, and equal to the net PM peak hour trip generation of the proposed project, the construction of the project would also have a **less than significant impact** to the surrounding street network.

General Plan Circulation Element Consistency

Per the City's General Plan Circulation Element, Chapter 3.8 – Traffic Impact Studies, subchapter 3.8.3 – Mitigation Measures (City of Oceanside 2012):

> …Any proposed development project that affects a street segment that already operates, or is projected to operate worse than LOS D, regardless of peak hour analysis, the developer shall propose, prepare and provide mitigation measure(s) for the City to review. If there are no feasible mitigation measures that would fully mitigate traffic impacts, the developer shall propose, prepare and provide various mitigation measures, such as Traffic Management Center tools and resources, which may not include physical improvements to the impacted facility. Where various mitigation measures have been prepared, agreed upon by the City, and will be implemented, yet are not sufficient to fully mitigate the traffic impacts, then LOS E during peak hour periods will be considered acceptable.

The street segment measures are required by the General Plan Circulation Element (City of Oceanside 2012) for the project since the two study area segments of North Coast Highway, from Harbor Drive to Costa Pacifica Way; and, from Costa Pacifica Way to SR-76, are forecast to operate worse than LOS D in the Buildout Year (2035) condition, without and with the proposed project. As discussed below, the proposed project has incorporated MM-TRF-1 and MM-TRF-2 in accordance with the General Plan Circulation Element.

MM-TRF-1 and MM-TRF-2proposes the installation of raised medians and refuge island on North Coast Highway between Costa Pacifica Way and the southerly In-N-Out driveway; "Keep Clear" pavement markings in the southbound direction at North Coast Highway/Costa Pacifica Way; a dedicated left-turn lane at North Coast Highway/Costa Pacifica Way; left-turn turn restrictions at the southerly In-N-Out driveway; and, required signage. The project also includes the installation of a bulb-out, Continental (crosswalk) pedestrian crossing, and flashing beacons at North Coast Highway/Costa Pacifica Way per the Coast Highway Corridor Study. For the reasons described further in Section 4.5.6 hereof, MM-TRF-1 and MM-TRF-2 would not reduce project impacts to a less than significant level. However, as no other feasible mitigation exists to reduce those impacts to a less than significant level, the identification of MM-TRF-1 and MM-TRF-2 satisfies the General Plan Circulation Element requirement. Overall, the project would have a **less-than-significant** impact related to consistency with the above referenced General Plan Circulation Element policy.

Driveway Access

Under Chapter 3.1 Policies and Implementation Strategies, of the City's Circulation Element (City of Oceanside 2012), the following policy and guidelines relate to driveway access for the proposed project:

Policy 3.9 *The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.*

The General Plan Circulation Element Policy 3.9 encourages the elimination and consolidation of driveways as feasible. The project would consolidate the five existing site driveways on North Coast Highway to one secondary driveway, and take primary access via the existing Costa Pacifica Way. The proposed primary access from Costa Pacifica Way and limited secondary driveway access of North Coast Highway would be consistent with this City policy as the project substantially reduces the number of driveways along North Coast Highway. The inclusion of the secondary access along North Coast Highway would not lead to any significant secondary traffic impacts (see analysis above).

Overall, the project would have a **less-than-significant impact** related to consistency with the General Plan Circulation Element driveway policies.

Coast Highway Corridor Study

The City has recently approved the Coast Highway Corridor Study (City of Oceanside 2019), which is proposing Complete Street improvements to accommodate all modes of travel within the existing public right-of-way on North Coast Highway, throughout the City. The following describes the designated street and lane configurations for the segment of North Coast Highway

extending up to Harbor Drive, northerly of SR-76. Between Harbor Drive and the San Luis Rey River Bridge, North Coast Highway is shown to be one lane in each direction with a center two way left turn lane (TWLTL). Class II striped bicycle lanes would be provided on both sides of the street and where street width permits, angled parking would be provided on the west side of street. On-street parking currently located along the eastern side of the roadway would be removed to accommodate the bicycle lane. The Harbor Drive and North Coast Highway intersection would remain as a signalized intersection with no changes to lane geometry. South of the San Luis Rey River Bridge (including the segment along the project frontage), North Coast Highway is shown to remain as a two-lane roadway with a center TWLTL with Class II striped bicycle lanes on both sides of the street. On-street parking would continue to be provided on the west side of North Coast Highway, south of Costa Pacifica Way. The bridge would be restriped to provide a Class II bicycle lane in both directions. A two-lane roundabout is proposed at the intersection of North Coast Highway and SR-76, south of the project site.

Consistent with the approved Coast Highway Corridor Study (City of Oceanside 2019), TRF-1 and TRF-2 contemplate the planned crosswalk across North Coast Highway, at Costa Pacifica, adjacent to the project site (i.e., south side of intersection), along with a proposed bulb-out on the southwest corner of the intersection, and flashing pedestrian beacons, as traffic-calming features. These improvements are consistent with the recently approved Coast Highway Corridor Study.

The Coast Highway Corridor Study indicates the North Coast Highway segment along the project frontage would include a TWLTL. The proposed mitigation (MM-TRF-1 and MM-TRF-2) would convert this area to include dedicated turn lanes via raised medians, as detailed above and in Section 3.2.5.7. These median improvements are intended to improve traffic flow and reduce conflicts, which is consistent with the intent of this plan. Overall, the project would have a **less-than-significant impact** related to consistency with the Coast Highway Corridor Study.

Multi-modal Transportation

The General Plan Circulation Element's (City of Oceanside 2012) overall goal is for complete streets and multimodal transportation systems. The General Plan also includes specific goals for enhancing the City's corridors, increasing bicycle and pedestrian routes, traffic calming, and improving existing facilities.

Pedestrians may currently access the project site via sidewalks on North Coast Highway. The project would promote pedestrian access consistent with the General Plan and the Coast Highway Vision and Strategic Plan Design Guidelines by enhancing the frontage with a minimum 12-foot sidewalk, providing a pedestrian plaza, and street tree plantings along North Coast Highway. This improved sidewalk provides a connection to the existing sidewalk and public access easement on Costa Pacifica Way for pedestrians and bicycles to access the San Luis Rey River Trail. The project

would also include other internal pedestrian connections to outdoor courtyards and access around the building. Overall the project would promote pedestrian movement and would be consistent with the General Plan goals.

The Oceanside Transit Center, with access to the Coaster, Metrolink and Amtrak trains as well as local and regional bus service, is approximately 0.90 mile south of the project site and a bus stop exists at North Coast Highway and Surfrider Way, approximately 0.30 mile from the project site. The San Luis Rey River Trail is an approximately 9-mile Class I bike path that extends from two blocks east of the beach near the intersection of Sea Cottage Way/Neptune Way, to Andrew Jackson Street. In the vicinity of the project site, access to the San Luis Rey River Trail is available at the southern-most end of Costa Pacifica Way, next to the Seacliff condominiums. Additional bicycle routes are available in the immediate vicinity: Seagaze Drive, from North Coast Highway to Clementine Street, is designated as a Class II bike lane; The Strand, Pacific Street, and Cleveland Street are designated as Class III bike routes; and the recently approved Coast Highway Corridor Study proposes to restripe North Coast Highway providing Class II bicycle lanes on both sides of the street. The location of the project near these transit and bicycle facilities would allow people travelling to and from the site to utilize alternative transportation methods. Overall, the project would have a **less-than-significant impact** related to consistency with the applicable Multi-modal transportation policies.

1. ***Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

Per CEQA Guidelines Section 15064.3, vehicle mile travelled (VMT) analysis criteria detailed in this CEQA Guidelines Section apply only to environmental documents that are sent out for public review on or after July 1, 2020 unless adopted earlier by the lead agency. The City has not elected to adopt this provision for VMT analysis ahead of the standard schedule and, therefore, this section does not apply.

2. ***Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The proposed project is situated at the southwest quadrant of the intersection of existing roads North Coast Highway and Costa Pacifica Way and the project would not introduce incompatible uses. No new roads or intersections are being proposed. The following describes other traffic-related improvements, to be implemented by the project, to the surrounding streets and street right-of-way adjacent to the project.

The project would add a second approach lane on Costa Pacifica Way at its intersection with North Coast Highway, creating a dedicated right turn lane and a separate left turn lane. This lane would start from the project's garage driveway, and extend to North Coast Highway. In addition, the

existing striped median/two-way left turn lane on North Coast Highway would be converted to a dedicated northbound left turn lane (as part of the Creative Measure described above), and the existing dedicated southbound right turn lane into Costa Pacifica Way would be maintained. "Keep Clear" markings would also be provided at North Coast Highway at Costa Pacifica Way.

The project would stripe five-foot, buffered bike lanes on both sides of North Coast Highway along its frontage consistent with the proposed Coast Highway Corridor Study. Pedestrian access would be provided by new and/or upgraded sidewalks on North Coast Highway, Costa Pacifica Way, and the southern private drive. There is existing public pedestrian and bicycle access to the San Luis Rey River Trail along Costa Pacifica Way that would continue to remain with the implementation of the project. The project would include signage on Costa Pacifica Way to direct pedestrians to utilize the sidewalk, instead of the street, for access.

Consistent with the recently approved Coast Highway Corridor Study, the proposed project would coordinate with the City Public Works Department for installation of the planned Continental crosswalk across North Coast Highway at Costa Pacifica Way and other circulation improvement project design features described above. In addition, the proposed bulb-out on the southwest corner of the intersection is included as a traffic-calming feature to further improve safe crossings. Proposed driveways would be consistent with the City's Engineers Design and Processing Manual (City of Oceanside 2017), which includes driveway standards to provide safe geometric designs and line of sight for drivers, pedestrians, and bicyclists (see Section 3.2.5.7, Coast Highway Corridor Study Improvements. Therefore, the proposed project would not substantially increase hazardous conditions since the proposed Continental crosswalk and traffic calming features of the bulb-out and raised medians on North Coast Highway would be designed and built per the City's standards and specifications. Therefore, the project would not substantially increase a hazard due to geometric design, and project impacts would be **less than significant**.

Would the project result in inadequate emergency access?

Emergency access to the project site is proposed to be provided via the southern driveway as well as Costa Pacifica Way. Costa Pacifica Way also provides emergency access to the Seacliff development to the west. The proposed project is designed to provide adequate width, a turn-around radius, and access to the proposed mid-rise building that is adequate for emergency vehicles in accordance with California Fire Code, Title 24 Part 9, Appendix D and City Municipal Code Chapter 11 – Fire Protection requirements (See Section 3.2.3, Circulation, Access and Parking). Specifically, the proposed turn around radius width would be a minimum dimension of 30 feet on the inside and 50 feet on the outside per the City's requirements. Parking would be prohibited on the proposed fire lanes. The project would improve Costa Pacifica Way from North Coast Highway to the west side of the project's garage driveway and the proposed southern driveway to meet or exceed the City's minimum fire apparatus access road width requirements of 28-feet. The approximately 110-foot segment of Costa Pacifica Way between the west

side of the proposed project's garage driveway and North Coast Highway would be widened to 36 feet to accommodate an additional turn lane for east bound traffic. The southern 28-foot driveway is proposed to be 35 feet for aerial ladder truck access in accordance with the California Fire Code and City Municipal Code since the proposed buildings will be over35 feet tall. Refer to Figure 3-5, Fire Access Plan, and Section 3.2.3, Circulation, Access and Parking for additional details. The project would not alter the remainder of Costa Pacifica Way west of the project driveway. As California Fire Code and the City of Municipal Code requirements are intended to ensure adequate emergency access and the project would meet or exceed such requirements, the proposed project would not result in inadequate emergency access and impacts would be **less than significant**.

4.5.5 Mitigation Measures

Based on the City's significance criteria, the proposed project is calculated to have a significant direct and cumulative impact to the North Coast Highway, Costa Pacifica Way to SR-76, roadway segment. In addition, the project would have a significant cumulative impact to the North Coast Highway, Harbor Drive to Costa Pacifica Way, segment. To mitigate these impacts, widening of the roadway segments beyond the existing Collector Road designation to a Secondary Collector would be required. As discussed further in Section 4.5.6, Level of Significance After Mitigation, such widening mitigation is not feasible. Thus, the following measures are proposed to reduce the project impact to these segments consistent with CEQA and the General Plan Circulation Element mitigation measure policy:

MM-TRF-1 Prior to the issuance of occupancy permits, the following improvements shall be completed by the applicant to the satisfaction of the City of Oceanside:

- Provide a dedicated northbound left turn lane at the North Coast Highway/Costa Pacifica Way intersection;
- Install raised medians on North Coast Highway, between Costa Pacifica Way and south of the southerly In-N-Out driveway, which includes raised medians on both sides of the left turn lane; and,
- Install signage indicating left turn restrictions at the southerly In-N-Out driveway.

MM-TRF-2 Prior to the issuance of occupancy permits, the following improvements shall be completed by the applicant to the satisfaction of the City of Oceanside:

- Construct a refuge median (pork chop) for left-turning vehicles on Costa Pacifica Way destined to travel northbound North Coast Highway; and,
- Add "Keep Clear" pavement markings on the southbound approach at the intersection of North Coast Highway/Costa Pacifica Way.

4.5.6 Level of Significance After Mitigation

With the implementation of MM-TRF-1 above, the project's direct and cumulative impact to North Coast Highway, Costa Pacifica Way to SR-76, would remain significant. The City's roadway segment V/C and LOS analysis methodology is related to the availability of roadway segment capacity of the segment. The proposed MM-TRF-1 would improve traffic flow and efficiency through this segment by organizing movements and vehicle queuing through this area of North Coast Highway. However, these improvements would not increase the daily capacity of this segment. The only way to increase the daily roadway segment capacity of this segment would be to add additional through lanes. However, the City General Plan and the recently approved Coast Highway Corridor Study identifies the ultimate buildout of this segment of North Coast Highway as a two-lane Collector Road (with TWLTL), and the addition of roadway lanes beyond two lanes (one lane in each direction) or widening to a Secondary Collector would be inconsistent with those plans. Those designations are based in part on the significant widening constraints in the area due to the adjacent existing developments along the roadway as well as the limited bridge width over the San Luis Rey River, all of which contribute to making it infeasible to add lanes and change the road designation. Therefore, the project's direct and cumulative impact to the segment of North Coast Highway, Costa Pacifica Way to SR-76, would remain significant.

Similar to as described above for the direct impacts, the cumulative impacts to the significantly impacted segments of North Coast Highway (Costa Pacifica Way to SR-76 and Harbor Drive to Costa Pacifica Way) would remain significant due to the inability to increase roadway segment daily capacity. The proposed MM-TRF-2 would improve southbound traffic flow through the area by reducing the potential conflicts with traffic turning from Costa Pacifica Way to northbound Coast Highway by providing refuge in the center turn lane via a new refuge island (pork chop) and "Keep Clear" pavement markings. Northbound North Coast Highway traffic would also benefit by the mitigation measures by the provision of a dedicated northbound left turn lane at North Coast Highway/Costa Pacifica Way, and restricted inbound and outbound left turn access at the southern In-N-Out driveway, to eliminate conflicting turning movements within the center lane and allow for more efficient northbound traffic flow on North Coast Highway. However, these improvements would not increase the daily capacity of those segments, and therefore the two cumulatively impacted North Coast Highway segments would continue to be identified as significantly impacted per the City's significance determination criteria. Thus, the cumulative impact to the North Coast Highway, Harbor Drive to Costa Pacifica Way, segment would remain significant.

While not utilized to determine impact significance per the City's significance criteria, the City of Oceanside Traffic Impact Study Detailed Guidelines indicate that an arterial peak hour analysis should be performed if a roadway segment would have an LOS E or F based on daily capacity. As such, an arterial analysis was completed as appropriate in the Traffic Impact Assessment (Appendix H). As shown in the Traffic Impact Assessment arterial analysis, the North Coast Highway segments would operate acceptably (in the peak hours) under all analysis scenarios.

4.6 TRIBAL CULTURAL RESOURCES

This section describes the existing setting for tribal cultural resources, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Alta Oceanside project (proposed project). The following analysis is based on the Cultural Resources Inventory Report prepared for the proposed project by Dudek in 2019 as well as Assembly Bill (AB) 52 consultation between the City and tribes. The Cultural Resources Inventory Report is included as Appendix C of this EIR.

4.6.1 Existing Conditions

4.6.1.1 Setting

Refer to Section 4.2, Cultural Resources, and Appendix C of this EIR for a full discussion regarding the existing cultural and historical setting of the proposed project. In summary, the City area includes traditional cultural boundaries of the Luiseño and Kumeyaay Native American tribal groups. Dudek conducted a South Coast Information Center (SCIC) records search that identified 29 cultural resources recorded within the one-mile search radius surrounding the site.

Tribal Coordination and Consultation

Coordination

Native American Cami Mojado representing the San Luis Rey Band of Mission Indians, was contacted on January 28, 2017, concerning the newly discovered isolate. Per this coordination, it was determined that the current disturbed site conditions negate the possible effectiveness of limited shovel test excavations considering resources may have been locally scattered by previous activities at the site. Therefore, site test pits were not completed to determine the existence of subsurface deposits.

Sacred Lands File Search

A search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search was conducted for the project APE on January 28, 2019 (Appendix C). The NAHC responded stating that sites have been located within the project APE, and advised that the San Luis Rey Band of Mission Indians and the La Jolla Band of Luiseño Indians be contacted.

The NAHC response letter also included a list of other Native American group representatives who should be contacted for information about these sites. Outreach letters were mailed on January 29, 2019, to all Native American group representatives included on the NAHC contact list (Appendix C). These letters contain a brief description of the planned project, reference maps, and a summary of the NAHC SLF search results. To date, three responses to the SLF search requests have been received for the current proposed project.

On February 6, 2019 the Tribal Historic preservation office for the Agua Caliente Band of Cahuilla Indians responded to the SLF search request, stating that the project is out of their Tribe's Traditional Use Area and therefore they defer to other tribes in the area once formal government-to-government consultation is initiated by the lead agency for this project.

A second response form the San Luis Rey Band of Mission Indians was received on March 12, 2019 regarding the SLF search. In this response the San Luis Rey Band of Mission Indians (the Tribe) has intimate knowledge about any discoveries made throughout the project area and is aware of cultural resource sites within close proximity to the proposed project. The Tribe urges caution in assessing the land encompassing the project for any ground disturbing purposes, as well as incorporating the presence of a Luiseño Native American monitor during all ground disturbing activities (including but not limited to any and all boring activities) and cultural resource assessment surveys.

The third response to the project SLF search request was received on March 18, 2019, from Ray Teran, resources management, representing the Viejas Band of Kumeyaay Indians. Mr. Teran states that, for the Alta Oceanside project, Viejas recommends that the San Pasqual Band of Mission Indians be notified of the project, they request that all NEPA/CEQA/NAGPRA laws be followed, and that San Pasqual be notified of any project changes and updates.

Consultation

To date, the City has received one request for consultation pursuant to Assembly Bill (AB) 52. This request was formally made by the Rincon Band of Luiseño Indians and the City responded to the tribe's request for consultation under AB 52. The Agua Caliente Band of Cahuilla Indians submitted a letter in response to the City's AB 52 notification letter and indicated that this project is not located within the Tribe's Traditional Use Area and therefore, defer to other tribes in the area; the Agua Caliente Band of Cahuilla Indians did not request consultation with the City. Consultation is ongoing.

The City received a request for consultation pursuant to State Bill (SB) 18 from the Pechanga Band of Luiseño Indians on October 4, 2019. The project is not subject to SB 18 as it does not propose a General Plan, General Plan Amendment, Specific Plan, Specific Plan Amendment, or Open Space Element for adoption. It is assumed that the reference to SB 18 is an error and the requested consultation is pursuant to AB 52. The Pechanga Band of Luiseño Indians requests to be added to the distribution list for public notices for public hearings, approvals and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this project. The Pechanga Band of Luiseño Indians asserts that the project area is part of 'Atáaxum (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of 'Atáaxum place names, tóota yixélval (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the project. Tribal consultation is ongoing.

Tribal Cultural Resources

Dudek conducted a South Coast Information Center (SCIC) records search that indicate no previously recorded cultural resources are located within the project area of potential effects (APE). As indicated above and detailed in Section 4.2 and Appendix C, the records indicate that 29 cultural resources have been recorded within the one-mile search radius surrounding the site. One newly identified isolated prehistoric cultural resource was identified during the pedestrian survey; a single prehistoric grey-green volcanic flaked stone tool, identified as AO-Iso-001. Isolates are not "unique" resources under CEQA, and are not eligible for CRHR listing.

Overall, no known significant tribal cultural resources have been identified on the site. However, there is potential for subsurface tribal resources to be present based on the location of an isolate on the surface and consultation with the San Luis Rey Band of Mission Indians.

4.6.2 Regulatory Setting

State

California Register of Historical Resources and the California Environmental Quality Act

CEQA requires that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to historical resources. Historical resources are recognized as part of the environment under CEQA. The act defines historical resources as "any object, building, structure, site, area, or place that is historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code, Section 5020.1[j]).

Lead agencies have a responsibility to evaluate historical resources against the California Register of Historical Resources (CRHR) criteria prior to making a finding as to a proposed project's impacts to historical resources. Mitigation of adverse impacts is required if the proposed project will cause substantial adverse change. Substantial adverse change includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired. While demolition and destruction are fairly obvious significant impacts, it is more difficult to assess when change, alteration, or relocation crosses the threshold of substantial adverse change. The CEQA Guidelines provide that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance (i.e., its character-defining features) is considered to materially impair the resource's significance. The CRHR is used in the consideration of historical resources relative to significance for purposes of CEQA. The CRHR includes resources listed in or formally determined eligible for listing in the National Register of Historic Places (NRHP) and some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical

resources inventory may be eligible for listing in the CRHR, and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise.

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (California Public Resources Code, Section 5024.1; 14 CCR 4852), which include the following:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
- It is associated with the lives of persons important to local, California, or national history; or
- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Senate Bill 18

The Traditional Tribal Cultural Places Bill of 2004 (SB 18) requires local governments to consult with Native American tribes during the project planning process. The intent of this legislation is to encourage consultation and assist in the preservation of "Native American places of prehistoric, archaeological, cultural, spiritual, and ceremonial importance" (County of San Diego 2007). The purpose of this consultation is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural resource. The consultation is required whenever a General Plan, General Plan Amendment, Specific Plan, Specific Plan Amendment, or Open Space Element is proposed for adoption. As part of the planning process, California Native American tribes must be given the opportunity to consult with the lead agency for the purpose of preserving, mitigating impacts to, and identifying cultural places.

Assembly Bill 52

AB 52, which took effect July 1, 2015, establishes a consultation process between California Native American tribes and lead agencies in order to address tribal concerns regarding project impacts and mitigation to tribal cultural resources (TCRs). Public Resources Code, Section 21074(a) defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either (1) listed or eligible for listing in the CRHR or a local register of historical resources, or (2) determined by a lead agency to be a TCR.

Native American Historic Resource Protection Act

State law addresses the disposition of Native American burials in archaeological sites, and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act (PRC Section 5097 et seq.) makes it a misdemeanor punishable by up to one year in jail to deface or destroy a Native American historic or cultural site that is listed or may be eligible for listing in the California Register of Historical Resources.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act) (25 U.S.C., Chapter 32), enacted in 2001, requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the County Coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe that the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Section 7050.5c). The NAHC will notify the most likely descendant, and with the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the most likely descendant by the NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

4.6.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to traffic and circulation would occur if the proposed project would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
   a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
   b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.6.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

No historical resources, as defined by PRC Section 5020.1(k), are present within areas that will be impacted by the project. As discussed in Section 4.2, Cultural Resources, six historical-era structures are present on the proposed project site but are not eligible for local listing under the City's Historic Preservation Ordinance. Additionally, 154 previously recorded historic addresses are within one mile of the proposed project site, however none are within the proposed project's area of potential effect (APE) or are adjacent to the APE. Therefore, the proposed project would have a **less than significant impact** on historical tribal cultural resources.

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

As indicated in Sections 4.6.1, consultation and coordination has been initiated with various tribes to identify any potential tribal cultural resources located on the site or in the project vicinity. Consultation with tribal representatives has identified that the project area

is potentially a part of 'Atáaxum (Luiseño) and there is an extensive Luiseño artifact record in the vicinity of the project as discussed in Section 4.6.1.1 above. Outside of the AB 52 consultation process, the San Luis Rey Band of Mission Indians was also consulted regarding the isolate located on-site and the potential for subsurface tribal cultural resources. Considering this information, there is potential for the discovery of unknown tribal cultural resources during proposed grading activities. Thus, the project would have a **potentially significant impact** to tribal cultural resources.

4.6.5 Mitigation Measures

In addition to MM-CUL-1, the following shall be implemented:

MM-TCR-1 An appropriate approach to potential impacts to Tribal Cultural Resources (TCRs) (as defined by PRC Section 21074) is developed in response to the identified presence of a TCR by California Native American Tribes through the process of consultation. While no TCRs have been identified that may be affected by the project, the following approach for the inadvertent discovery of TCRs has been prepared to ensure there are no impacts to unanticipated resources.

The City shall require that a Native American and archaeological monitor are present during ground-disturbing activities with the greatest potential to encounter Native American cultural resources, consistent with, and as required by MM-CUL-1.

The archaeological and Native American monitors shall have the authority to temporarily halt work to inspect areas as needed for potential cultural material or deposits. Should a potential TCR be inadvertently encountered, all construction work involving ground-disturbance occurring within 50 feet of the find shall immediately stop and the City notified. If the unanticipated resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in MM-CUL-1. Ground disturbance in this area shall not commence until the qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. The 50 foot buffer may be adjusted based on the recommendation of the qualified archaeological principal investigator. Should it be required, temporary flagging may be installed around this resource in order to avoid any disturbances from construction equipment. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), the archaeological monitor in correspondence with the qualified archaeological principal investigator may simply be required to record the find to appropriate standards (thereby addressing any data potential).

If the qualified archaeological principal investigator observes the discovery to be potentially significant under City, CEQA or Section 106 of the NHPA, additional efforts such as preparation of an archaeological treatment plan, testing, and/or data recovery may be warranted prior to allowing construction to proceed in this area. The feasibility for avoidance of any identified resource will also be discussed with the City. The City shall be notified of any identified Native American cultural resource, regardless of significance, and provided the opportunity to provide management recommendations prior to moving forward in construction in areas that might disturb the identified resource. If the City determines through consultation with NAHC-listed representatives that the potential resource appears to be a tribal cultural resource (as defined by PRC Section 21074), any affected tribe shall be provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered tribal cultural resources. Depending on the nature of the potential resource and Tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. All activities shall be conducted in accordance with regulatory requirements.

4.6.6 Level of Significance After Mitigation

Impacts to tribal cultural resources would be less than significant, with incorporation of MM-TCR-1 and MM-CUL-1.

4.7 AIR QUALITY

This section describes the existing air quality conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Alta Oceanside project (proposed project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Analysis Technical Report and the Health Risk Assessment Report prepared for the proposed project by Dudek in 2019, which are included as Appendix I, respectively.

4.7.1 Existing Conditions

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego County Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is 1 of 15 air basins that geographically divide California. The SDAB lies in the southwest corner of California. The SDAB comprises the entire San Diego region and covers approximately 4,260 square miles.

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted. Meteorological and topographical conditions, however, are also important. Factors such as wind speed and direction, air temperature gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersal of air pollutants. Meteorological and topographical factors that affect air quality in the SDAB are described below.

Climate

The climate of the San Diego region, as in most of Southern California, is influenced by the strength and position of the semi-permanent high-pressure system over the Pacific Ocean, known as the Pacific High. This high-pressure ridge over the West Coast often creates a pattern of late night and early morning low clouds, hazy afternoon sunshine, daytime onshore breezes, and little temperature variation year-round. The SDAB is characterized as a Mediterranean climate with dry, warm summers and mild, occasionally wet winters. Average temperature ranges (in degrees Fahrenheit (°F)) from the mid-40s to the high 90s, with an average of 201 days warmer than 70°F.

The SDAB experiences 9 to 13 inches of rainfall annually, with most of the region's precipitation falling from November through March, with infrequent (approximately 10%) precipitation during the summer. El Niño and La Niña patterns have large effects on the annual rainfall received in San Diego, where San Diego receives less than normal rainfall during La Niña years. The interaction of ocean, land, and the Pacific High maintains clear skies for much of the year and influences the direction of prevailing winds (westerly to northwesterly). The winds tend to blow onshore in the day and offshore at night. Local terrain is often the dominant factor inland, and winds in inland mountainous areas tend to blow through the valleys during the day and down the hills and valleys at night.

The favorable climate of San Diego also works to create air pollution problems. Sinking, or subsiding air from the Pacific High, creates a temperature inversion known as a subsidence inversion, which acts as a "lid" to vertical dispersion of pollutants. Weak summertime pressure gradients further limit horizontal dispersion of pollutants in the mixed layer below the subsidence inversion. Poorly dispersed anthropogenic emissions combined with strong sunshine leads to photochemical reactions that result in the creation of ozone (O_3) at this surface layer. In addition, light winds during the summer further limit ventilation.

In the fall months, the SDAB is often impacted by Santa Ana winds, which are the result of a high-pressure system over the Nevada and Utah regions that overcomes the westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. The Santa Ana winds are powerful and can blow the SDAB's pollutants out to sea. However, a weak Santa Ana can transport air pollution from the South Coast Air Basin (located to the north) and greatly increase O_3 concentrations in the San Diego area.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within San Diego County. The transport of air pollutants from Los Angeles to San Diego can also occur within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

Site-Specific Meteorological Conditions

The local climate on the project site is characterized as semi-arid with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 67.6°F, with highs reaching 73.6°F on average during the months of July through September. The average wintertime low temperature is approximately 52.9°F, reaching as low as 44.2°F on average during the months of November through March. Average precipitation in the local area is approximately 10.54 inches per year, with the bulk of precipitation falling between November and March (WRCC 2016).

Air Pollution Climatology

The project site is located within the SDAB and is subject to the SDAPCD guidelines and regulations. Pursuant to the 1990 federal Clean Air Act amendments, the Environmental Protection Agency (EPA) classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the

area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on California Ambient Air Quality Standards (CAAQS) rather than the NAAQS.

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O_3, commonly known as smog.

Light daytime winds, predominately from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the basin are associated with heavy traffic. Nitrogen dioxide (NO_2) levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within the County. The transport of air pollutants from Los Angeles to San Diego has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

Air Quality Characteristics

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed sensitive receptors are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences,

schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

SDAB Attainment Designation

An area is designated in attainment when it is in compliance with the NAAQS and/or CAAQS. These standards are set by the EPA or California Air Resources Board (CARB) for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare.

The criteria pollutants of primary concern that are considered in this analysis are O_3, NO_2, CO, SO_2, PM_{10}, and $PM_{2.5}$. Although there are no ambient standards for VOCs or NO_x, they are important as precursors to O_3.

The portion of the SDAB where the proposed project is located in is designated as attainment or unclassifiable/unclassified for all other criteria pollutants under the NAAQS and CAAQS. The SDAB is designated as an attainment area for the 1997 8-hour O_3 NAAQS and as a nonattainment area for the 2008 8-hour O_3 NAAQS. The SDAB is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$ CAAQS.

Table 4.7-1 summarizes the SDAB's federal and state attainment designations for each of the criteria pollutants.

Table 4.7-1
San Diego Air Basin Attainment Classification

Pollutant	Designation/Classification	
	Federal Standards	*State Standards*
Ozone (O_3) – 1 hour [a]	Attainment[a]	**Nonattainment**
O_3 (8-hour – 1997) (8-hour – 2008)	Attainment (Maintenance) **Nonattainment (Moderate)**	**Nonattainment**
Nitrogen Dioxide (NO_2)	Unclassifiable/Attainment	Attainment
Carbon Monoxide (CO)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (SO_2)	Unclassifiable/Attainment	Attainment
Coarse Particulate Matter (PM_{10})	Unclassifiable/Attainment	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	Unclassifiable/Attainment	**Nonattainment**
Lead (Pb)	Unclassifiable/Attainment	Attainment
Hydrogen Sulfide	No federal standard	Attainment
Sulfates	No federal standard	Unclassified
Visibility-Reducing Particles	No federal standard	Unclassified
Vinyl Chloride	No federal standard	No designation

Sources: EPA 2016a (federal); CARB 2016a (state).

Notes: Attainment = meets the standards; Attainment/Maintenance = achieve the standards after a nonattainment designation; Nonattainment = does not meet the standards; Unclassified or Unclassifiable = insufficient data to classify; Unclassifiable/Attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

[a] The federal 1-hour standard of 0.12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in state implementation plans (SIPs).

Air Quality Monitoring Data

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County, which measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. Local ambient air quality is monitored by the SDAPCD.

The nearest SDAPCD-operated monitoring station is the Camp Pendleton monitoring station, which is located approximately 1.1 miles northwest of the project site. This site was used to show the background ambient air quality for O_3 and NO_2. The closest monitoring site that measures CO, SO_2, PM_{10}, and $PM_{2.5}$ for years 2016 and 2017 is the First Street – El Cajon monitoring station located at 533 First Street, El Cajon, and for year 2015 is the Floyd Smith Drive – El Cajon monitoring station located at 10537 Floyd Smith Drive, El Cajon, which are about 36.0 miles southeast of the site. The most recent background ambient air quality data and number of days exceeding the ambient air quality standards from 2015 to 2017 are presented in Table 4.7-2.

Table 4.7-2
Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
				2015	*2016*	*2017*	*2015*	*2016*	*2017*
Ozone (O_3) – Camp Pendleton									
Maximum 1-hour concentration	ppm	State	0.09	0.093	0.083	0.094	0	0	0
Maximum 8-hour concentration	ppm	State	0.070	0.076	0.073	0.081	2	4	4
		Federal	0.070	0.076	0.073	0.081	2	4	4
Nitrogen Dioxide (NO_2) – Camp Pendleton									
Maximum 1-hour concentration	ppm	State	0.18	0.060	0.072	0.063	0	0	0
		Federal	0.100	0.060	0.072	0.063	0	0	0
Annual concentration	ppm	State	0.030	0.007	0.006	0.006	—	—	—
		Federal	0.053	0.007	0.006	0.006	—	—	—
Carbon Monoxide (CO) – El Cajon – First Street; Floyd Smith Drive									
Maximum 1-hour concentration	ppm	State	20	1.4	1.6	1.5	0	0	0
		Federal	35	1.4	1.6	1.5	0	0	0
Maximum 8-hour concentration	ppm	State	9.0	1.1	1.3	1.4	0	0	0
		Federal	9	1.1	1.3	1.4	0	0	0

Table 4.7-2
Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
				2015	*2016*	*2017*	*2015*	*2016*	*2017*
Sulfur Dioxide (SO_2) – El Cajon – First Street; Floyd Smith Drive									
Maximum 1-hour concentration	ppm	Federal	0.075	0.0012	0.0006	0.0011	0	0	0
Maximum 24-hour concentration	ppm	Federal	0.14	0.0004	0.0002	0.0004	0	0	0
Annual concentration	ppm	Federal	0.030	0.00011	0.00008	0.00011	0	0	0
Coarse Particulate Matter (PM_{10})[a] – El Cajon – First Street; Floyd Smith Drive									
Maximum 24-hour concentration	µg/m3	State	50	48	50	50	0.0 (0)	0.0 (0)	0.0 (0)
		Federal	150	48	50	50	0.0 (0)	0.0 (0)	0.0 (0)
Annual concentration	µg/m3	State	20	—	—	—	—	—	—
Fine Particulate Matter ($PM_{2.5}$)[a] – El Cajon – First Street; Floyd Smith Drive									
Maximum 24-hour concentration	µg/m3	Federal	35	24.7	19.3	31.8	0.0 (0)	0.0 (0)	0.0 (0)
Annual concentration	µg/m3	State	12	8.2	7.4	9.6	0.0 (0)	0.0 (0)	0.0 (0)
		Federal	12.0	8.2	7.4	9.6	0.0 (0)	0.0 (0)	0.0 (0)

Sources: CARB 2019c; EPA 2019.
Notes: ppm = parts per million; — = not available; $\mu g/m^3$ = micrograms per cubic meter;
[a] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

4.7.2 Regulatory Setting

Federal

Criteria Air Pollutants

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The EPA is responsible for implementing most aspects of the Clean Air Act, including setting NAAQS for major air pollutants; setting hazardous air pollutant (HAP) standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric O_3 protection measures, and enforcement provisions. Under the Clean Air Act, NAAQS are established for the following criteria pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O_3, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan (SIP) that demonstrates how those areas will attain the standards within mandated time frames.

Hazardous Air Pollutants

The 1977 federal CAA amendments required the EPA to identify National Emission Standards for Hazardous Air Pollutants to protect public health and welfare. Hazardous air pollutants include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 CAA amendments, which expanded the control program for hazardous air pollutants, 187 substances and chemical families were identified as hazardous air pollutants.

State

Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established CAAQS, which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and $PM_{2.5}$ and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 4.7-3.

Table 4.7-3
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	*Primary*[c,d]	*Secondary*[c,e]
O_3	1 hour	0.09 ppm (180 μg/m³)	—	Same as Primary Standard[f]
	8 hours	0.070 ppm (137 μg/m³)	0.070 ppm (137 μg/m³)[f]	
NO_2[g]	1 hour	0.18 ppm (339 μg/m³)	0.100 ppm (188 μg/m³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 μg/m³)	0.053 ppm (100 μg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
SO_2[h]	1 hour	0.25 ppm (655 μg/m³)	0.075 ppm (196 μg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 μg/m³)
	24 hours	0.04 ppm (105 μg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 μg/m³	150 μg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 μg/m³	—	
$PM_{2.5}$[i]	24 hours	—	35 μg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 μg/m³	12.0 μg/m³	15.0 μg/m³
Lead[j,k]	30-day Average	1.5 μg/m³	—	—
	Calendar Quarter	—	1.5 μg/m³ (for certain areas)[k]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 μg/m³	
Hydrogen sulfide	1 hour	0.03 ppm (42 μg/m³)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 μg/m³)	—	—
Sulfates	24- hours	25 μg/m³	—	—
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to the number of particles when the relative humidity is less than 70%	—	—

Source: CARB 2018a.

Notes: μg/m³ = micrograms per cubic meter; CO = carbon monoxide; mg/m³= milligrams per cubic meter; NO_2 = nitrogen dioxide; O_3 = ozone; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; ppm = parts per million by volume; SO_2 = sulfur dioxide

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter (PM_{10}, $PM_{2.5}$), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[d] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

[e] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[f] On October 1, 2015, the EPA Administrator signed the notice for the final rule to revise the primary and secondary NAAQS for O_3. The EPA is revising the levels of both standards from 0.075 ppm to 0.070 ppm and retaining their indicators (O_3), forms (fourth-highest daily maximum, averaged across 3 consecutive years) and averaging times (8 hours). The EPA is in the process of submitting the rule for publication in the Federal Register. The final rule will be effective 60 days after the date of publication in the Federal Register. The lowered national 8-hour standards are reflected in the table.

[g] To attain the national 1-hour standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[h] On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the national 1-hour standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.

[j] CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner). The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs. The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; however, AB 2588 does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. DPM is typically composed of carbon particles ("soot," also called black carbon, or BC) and numerous organic compounds, including over 40 known cancer-causing organic substances. The CARB

classified "particulate emissions from diesel-fueled engines" (i.e., DPM; 17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars, and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000).

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000 (CARB 2000). Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel powered equipment. Several Airborne Toxic Control Measures (ATCMs) that reduce diesel emissions including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

Health risk assessments (HRAs) are used to estimate health risk impacts to existing sensitive receptors from exposure to toxic air contaminant (TAC) emissions from construction of a project. HRAs also predict the potential exposure to future residents of the project from TAC emissions related to motor vehicles. HRA analyses use air dispersion modeling and Hotspots Analysis and Reporting Program Version 2 (HARP2) to evaluate potential health risks associated with a particular project.

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

San Diego Air Pollution Control District

Although CARB is responsible for the regulation of mobile emissions sources within the state, local air quality management districts and air pollution control districts are responsible for enforcing standards and regulating stationary sources. The project site is located within the SDAB and is subject to the guidelines and regulations of the SDAPCD.

Federal Attainment Plans

In December 2016, the SDAPCD adopted an update to the Eight-Hour Ozone Attainment Plan for San Diego County (2008 O_3 NAAQS). The 2016 Eight-Hour Ozone Attainment Plan for San Diego County indicates that local controls and state programs would allow the region to reach attainment of the federal 8-hour O_3 standard (1997 O_3 NAAQS) by 2018 (SDAPCD 2016). In this plan, SDAPCD relies on the Regional Air Quality Strategy (RAQS) to demonstrate how the region will comply with the federal O_3 standard. The RAQS details how the region will manage and reduce O_3 precursors (NOx and VOCs) by identifying measures and regulations intended to reduce these pollutants. The control measures identified in the RAQS generally focus on stationary sources; however, the emissions inventories and projections in the RAQS address all potential sources, including those under the authority of CARB and the EPA. Incentive programs for reduction of emissions from heavy-duty diesel vehicles, off-road equipment, and school buses are also established in the RAQS.

Currently, the County is designated as moderate nonattainment for the 2008 NAAQS and maintenance for the 1997 NAAQS. As documented in the 2016 8-Hour Ozone Attainment Plan for San Diego County, the County has a likely chance of obtaining attainment due to the transition to low emission cars, stricter new source review rules, and continuing the requirement of general conformity for military growth and the San Diego International Airport. The County will also continue emission control measures including ongoing implementation of existing regulations in ozone precursor reduction to stationary and area-wide sources, subsequent inspections of facilities and sources, and the adoption of laws requiring Best Available Retrofit Control Technology for control of emissions (SDAPCD 2016).

State Attainment Plans

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 RAQS for the SDAB was initially adopted in 1991 and is updated on a triennial basis, most recently in 2016 (SDAPCD 2016). The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the county, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the county as part of the development of their general plans (SANDAG 2017a, 2017b).

In December 2016, the SDAPCD adopted the revised RAQS for the County. Since 2007, the San Diego region reduced daily VOC emissions and NOx emissions by 3.9% and 7.0% respectively; the SDAPCD expects to continue reductions through 2035 (SDAPCD 2016). These reductions were achieved through implementation of six VOC control measures and three NO_x control measures adopted in the SDAPCD's 2009 RAQS (SDAPCD 2009a); in addition, the SDAPCD is considering additional measures, including three VOC measures and four control measures to reduce 0.3 daily tons of VOC and 1.2 daily tons of NO_x, provided they are found to be feasible region-wide. In addition, SDAPCD has implemented nine incentive-based programs, has worked with SANDAG to implement regional transportation control measures, and has reaffirmed the state emission offset repeal[1].

In regards to particulate matter emissions reduction efforts, in December 2005, the SDAPCD prepared a report titled "Measures to Reduce Particulate Matter in San Diego County" to address implementation of Senate Bill (SB) 656 in San Diego County (SB 656 required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$) (SDAPCD 2005). In the report, SDAPCD evaluated implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust (SDAPCD 2005).

SDAPCD Rules and Regulations

As stated above, the SDAPCD is responsible for planning, implementing, and enforcing federal and state ambient standards in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD, and would apply to the proposed project:

SDAPCD Regulation IV: Prohibitions; Rule 50: Visible Emissions. Prohibits discharge into the atmosphere from any single source of emissions whatsoever any air contaminant for a period or periods aggregating more than 3 minutes in any period of 60 consecutive minutes that is darker in shade than that designated as Number 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or of such opacity as to obscure an observer's view to a degree greater than does smoke of a shade designated as Number 1 on the Ringelmann Chart (SDAPCD 1997).

SDAPCD Regulation IV: Prohibitions; Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property (SDAPCD 1967).

[1] The 2016 RAQS Revision includes a detailed reassessment and reaffirmation of the SDAPCD's previous findings that state emission offset requirements are not necessary for San Diego County to achieve and maintain the state ozone standards by the earliest practicable date.

SDAPCD Regulation IV: Prohibitions; Rule 55: Fugitive Dust. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site (SDAPCD 2009b).

SDAPCD Regulation IV: Prohibitions; Rule 67.0.1: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2015a).

SDAPCD Regulation XII: Toxic Air Contaminates; Rule 1200: Toxic Air Contaminants - New Source Review. Requires new or modified stationary source units with the potential to emit TACs above rule threshold levels to either demonstrate that they will not increase the maximum incremental cancer risk above 1 in 1 million at every receptor location, or demonstrate that toxics best available control technology (T-BACT) will be employed if maximum incremental cancer risk is equal to or less than 10 in 1 million, or demonstrate compliance with SDAPCD's protocol for those sources with an increase in maximum incremental cancer risk at any receptor location of greater than 10 in 1 million but less than 100 in 1 million (SDAPCD 2017a.

SDAPCD Regulation XII: Toxic Air Contaminates; Rule 1210: Toxic Air Contaminant Public Health Risks – Public Notification and Risk Reduction. Requires each stationary source that is required to prepare a public risk assessment to provide written public notice of risks at or above the following levels: maximum incremental cancer risks equal to or greater than 10 in 1 million, or cancer burden equal to or greater than 1.0, or total acute noncancer health hazard index equal to or greater than 1.0, or total chronic noncancer health hazard index equal to or greater than 1.0 (SDAPCD 2017b).

San Diego Association of Governments

SANDAG is the regional planning agency for San Diego County and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for San Diego County. With respect to air quality planning and other regional issues, SANDAG has prepared *San Diego Forward: The Regional Plan* (Regional Plan) for the San Diego region (SANDAG 2015). The Regional Plan combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

In regard to air quality, the Regional Plan sets the policy context in which SANDAG participates in and responds to the air district's air quality plans and builds off the air district's air quality plan processes that are designed to meet health-based criteria pollutant standards in several ways

(SANDAG 2015). First, it complements air quality plans by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in air quality plans. Second, the Regional Plan emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On September 23, 2016, SANDAG's Board of Directors adopted the final *2016 Regional Transportation Improvement Program* (RTIP). The 2016 RTIP is a multi-billion dollar, multi-year program of projects for major transportation projects in the San Diego region. Transportation projects supported through federal, state, and TransNet (the San Diego transportation sales tax program) funds must be included in an approved RTIP. The programming of locally funded projects also may be programmed at the discretion of the agency. The 2016 RTIP covers five fiscal years and incrementally implements the Regional Plan (SANDAG 2016).

4.7.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to traffic and circulation would occur if the proposed project would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. 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.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied upon to determine whether the proposed project would have a significant impact on air quality.

As part of its air quality permitting process, the SDAPCD and the County of San Diego has established thresholds in Rule 20.2 requiring the preparation of Air Quality Impact Assessments (AQIA) for permitted stationary sources (SDAPCD 2016b). The SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality. Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes, these levels may be used to evaluate the increased emissions which would be discharge to the SDAB from proposed land development projects (County of San Diego

2007). Proposed-project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 4.7-4, SDAPCD Air Quality Significance Thresholds, are exceeded.

Table 4.7-4
SDAPCD Air Quality Significance Thresholds

Construction Emissions			
Pollutant	*Total Emissions (Pounds per Day)*		
Respirable Particulate Matter (PM_{10})	100		
Fine Particulate Matter ($PM_{2.5}$)	55		
Oxides of Nitrogen (NO_x)	250		
Oxides of Sulfur (SO_x)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOC)	75*		
Operational Emissions			
Pollutant	*Total Emissions*		
	Pounds per Hour	*Pounds per Day*	*Tons per Year*
Respirable Particulate Matter (PM_{10})	—	100	15
Fine Particulate Matter ($PM_{2.5}$)	—	55	10
Oxides of Nitrogen (NO_x)	25	250	40
Sulfur Oxides (SO_x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	—	3.2	0.6
Volatile Organic Compounds (VOC)	—	75*	13.7

Sources: SDAPCD Rules 1501 (SDAPCD 1995) and 20.2(d)(2) (SDAPCD 2016b).

* VOC threshold based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley as stated in the San Diego County Guidelines for Determining Significance.

The thresholds listed in Table 4.7-4 represent screening-level thresholds that can be used to evaluate whether proposed-project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. The emissions-based thresholds for O_3 precursors are intended to serve as a surrogate for an "O_3 significance threshold" (i.e., the potential for adverse O_3 impacts to occur). This approach is used because O_3 is not emitted directly on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 4.7-4, the proposed project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

With respect to odors, SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

4.7.4 Impacts Analysis

Would the project conflict with or obstruct implementation of the applicable air quality plan?

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. Pursuant to the Clean Air Act, the U.S. Environmental Protection Agency (EPA) classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. The EPA set the NAAQS for six pollutants based on parts per million, parts per billion and micrograms per cubic meter. States with areas that exceed the NAAQS must prepare a state implementation plan (SIP) that demonstrates how those areas would attain the NAAQS within mandated time frames. In addition, the 2016 Regional Air Quality Strategy (RAQS) were adopted on the local level to demonstrate how the region would comply with the federal standards. Due to the San Diego Air Basin (SDAB) nonattainment of the federal O_3 standard, RAQs have been established for O_3 and O_3 precursors (NOx and VOCs) (SDAPCD 2016).

If a project involves development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality. The zoning for this project site is Subdistrict 7B of the Downtown District. The Subdistrict is intended to provide for a mix of recreational and commercial uses conveniently located near recreational and residential areas, with residential uses allowed as part of a mixed-use project. Thus, the project is consistent with the zoning designation and is anticipated in the local plan and SANDAG's growth projections. Furthermore, the SANDAG's Regional Plan population, employee population, and housing estimates for the years 2020 and 2035 was compared to the estimated increase in population, employees, and housing generated by the project.

The number of housing units in the City was projected to be 67,817 in 2020 and 70,395 in 2035, or increase in 2,578 housing units over the period. Furthermore, the population in the City was projected to be 177,840 residents in 2020 and 188,597 residents in 2035, or increase in 10,757 residents over the period (SANDAG 2015). The average household size is 2.8 people per dwelling unit (City of Oceanside 2013). The project would construct 309 dwelling units, which would have the potential to house approximately 866 residents.

The number of employee population in the City was projected to be 48,205 in 2020 and 53,283 in 2035, or increase in 10,078 employees over the period (SANDAG 2015). Based on information from the applicant, the project would employ 25 persons.

Therefore, the project would be within SANDAG's population growth forecast, thus, would not conflict with the SIP and RAQS. The project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be **less than significant.**

Would the project 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?

As discussed above in Section 5.3(a), the SDAB is in nonattainment of the federal O_3 standard. Refer to Appendix I for additional details regarding existing conditions and regulations. Below is an analysis of the criteria pollutants, including ozone and ozone precursors.

Construction Emissions

Construction of the project would result in the temporary addition of pollutants to the local SDAB caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). The project's construction emissions were estimated using CalEEMod and compared to the San Diego Air Pollution Control District (SDAPCD) Thresholds of Significance. The project would include project design features related to dust control in compliance with the SDAPCD Rule 55 (see Section 3.2.5.2). The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SDAPCD Rule 67.0.1 (Architectural Coatings). Maximum daily construction emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. As show in in Table 4.7-5, the project would not exceed SDAPCD's significance thresholds. Therefore, the project's air pollutant emission impact during construction would be **less than significant**.

Table 4.7-5
Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
2021	8.65	101.41	56.70	0.15	14.61	9.22
2022	55.63	29.42	33.23	0.10	4.77	1.94
2023	55.31	25.47	32.01	0.10	4.81	1.86
Maximum	55.63	101.41	56.70	0.15	14.61	9.22
SDAPCD Threshold	75	250	550	250	100	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix I

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District; <0.01 = reported emissions are less than 0.01. Emissions include reductions from implementing dust control strategies such as water exposed area three times per day (61% reduction in PM_{10} and $PM_{2.5}$), applying soil stabilizer to unpaved surfaces (61% reduction in PM_{10} and $PM_{2.5}$), limit vehicle speeds on unpaved roads to 15 miles per hour, and removing dirt debris onto adjacent paved roadways at the end of each workday (26% reduction in PM).

Operational Emissions

The project would generate criteria pollutant emissions during operation from area, energy, and mobile sources. The emissions were estimated using CalEEMod and compared to SDAPCD's significance thresholds for operation. Project-generated mobile source emissions were estimated in CalEEMod based on project-specific trip rates (see Section 4.5 and Appendix H). CalEEMod default values were used to estimate emissions from the project area and energy sources. The project did not exceed the mass emissions significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ during operation (Table 4.7-6). Additionally, project design features such as bicycle parking would reduce mobile emissions (see Section 3.2.5); however, the emission reductions were conservatively not quantified. Therefore, the project impacts would be **less than significant**.

Table 4.7-6
Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Area	9.37	0.34	25.58	<0.01	0.15	0.15
Energy	0.10	0.85	0.47	<0.01	0.07	0.07
Mobile	3.25	11.72	31.23	0.11	9.76	2.66
Total	**12.72**	**12.91**	**57.28**	**0.11**	**9.98**	**2.88**
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Appendix I
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District; <0.01 = reported emissions are less than 0.01. Community space was assumed to have three natural gas fireplaces, residential units were not equipped with fireplaces or woodstoves. The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect operational year 2024.

Cumulative Impacts

Air pollution is largely a cumulative impact and is cumulatively evaluated based on the air basin. The nonattainment status of regional pollutants is a result of past and present development, and SDAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Potential cumulative effects to air quality is further discussed in Section 6.4.3. As discussed above, the project would not exceed SDAPCD's mass daily significance thresholds during construction or operation; therefore, the cumulative project impact would be **less than significant**.

Would the project expose sensitive receptors to substantial pollutant concentrations?

The closest sensitive receptors, MiraMar mobile home community, are located adjacent to the west and south boundary of the project site. The future residents of the site would also be considered sensitive receptors, as well as the Seacliff condominium residents. The evaluation of air quality impacts to sensitive receptors is based on the potential to result in physical health issues, as detailed in Appendix I. The potential air quality emissions with potential to result in health issues evaluated for the project include Toxic Air Contaminants (TACs), valley fever, carbon monoxide, and other criteria air pollutants. The proposed project consists of residential and commercial uses that are not associated with generating substantial pollutant concentrations. As the project operations would not generate substantial pollutant concentrations and the following analysis primarily focuses on construction-related emissions.

Toxic Air Contaminants (TACs)

Project impacts may include emissions of pollutants identified by the state and federal government as TACs or hazardous air pollutants (HAPs). State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal HAPs, and is adopting appropriate control measures for sources of these TACs. The Limited Phase II Environmental Site Assessment (Appendix K) determined no significant cancer risks or non-cancer hazards are anticipated due to the concentrations of chemicals detected during the vapor risk assessment. The greatest potential for TAC emissions during construction would be diesel particulate emissions from heavy equipment operations and heavy-duty trucks. Due to the site proximity to Interstate (I-) 5 and State Route (SR-) 76, there is also a potential for exposure of future on-site residents to vehicular-related TACs during project operations. These TACs of concern are addressed further below.

Construction

During project construction, DPM emissions would be emitted from heavy-duty construction equipment and heavy-duty trucks. The project would involve construction activities in several areas across the site, and would not require the extensive use of heavy-duty construction equipment or diesel trucks in any one location over the duration of development, which would limit the exposure of any proximate individual sensitive receptor to TACs. Heavy-duty construction equipment and diesel trucks are subject to CARB Airborne Toxic Control Measures to reduce DPM emissions. According to the OEHHA, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with a project (OEHHA 2015). Therefore, for this proposed project, the exposure period was conservatively analyzed as 26 months, consistent with the

duration of construction activities and considering DPM emissions will be limited or non-existent during some of the 26-month construction period.

A HRA was performed to estimate the maximum individual cancer and the non-cancer risk for residential receptors as a result of project construction (refer to Appendix I) using the conservative assumptions described above. Results of the construction HRA are shown in Table 4.7-7, Summary of Maximum Construction Cancer and Chronic Health Risks – Unmitigated, which presents cancer risk and chronic non-cancer health hazard indexes assessment results. No short term, acute relative exposure values are established and regulated for the type of construction activities contemplated by the project. Therefore, consistent with applicable HRA standards and regulatory guidance, short term, acute relative exposure values are not addressed in this construction-generated assessment (OEHHA 2019).

Table 4.7-7
Summary of Maximum Construction Cancer and Chronic Health Risks - Unmitigated

Impact Analysis	Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximally Exposed Individual Resident					
Construction HRA	Cancer Risk	Per Million	81.79	10	**Potentially Significant**
	Chronic Hazard Index	Index Value	0.047	1.0	Less than Significant

Source: See Appendix I for complete results.
Notes: CEQA = California Environmental Quality Act; HRA = Health Risk Assessment

As shown in Table 4.7-7, construction emissions would result in maximum individual cancer risk of 82 in one million for off-site residences, which is above the significance threshold of 10 in one million. As shown in Table 4.7-7, construction emissions would result in a chronic hazard index of 0.047, which is below the significance threshold of 1.0. Therefore, impacts related to a chronic hazard index would be less than significant. Project construction impacts related to calculated cancer risk would result in a **potentially significant impact (Impact AQ-1).**

Operational

CARB encourages consideration of the health impacts associated with TAC emissions from freeways and high-traffic roadways on sensitive receptors sited within 500 feet (CARB 2005). The project is located approximately 750 feet from I-5 and 430 feet from SR-76 (measuring from the edge of the freeway to the center of the project site). At its closest, the northeast corner of the site is 415 feet from I-5. This analysis discloses the impacts of the existing environment on the project. The HRA predicts the potential exposure to future residents of the project from TAC emissions related to vehicles traveling on I-5 and SR-76. The cancer risk calculations were performed by multiplying the AERMOD-predicted TAC concentrations in $\mu g/m^3$ per unit g/s due to TAC emissions from vehicles traveling on I-5 and SR-76 by the appropriate risk values. The mandatory potential exposure through pathways (e.g., inhalation) are selected for the operation-generated TAC emissions.

The project would not result in significant adverse impacts associated with locomotives.[2] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. CARB also recommends possible siting limitations and mitigation approaches for proposals to site new sensitive uses within 1 mile of rail yards. The relevant guidance regarding the evaluation of health risks associated with locomotives has been focused on rail yard operations as opposed to train tracks. The closest major service and maintenance rail yard to the project is on Camp Pendleton, approximately 3 miles away. Although the train tracks are located 600 feet west of the western edge of the project site, those train tracks do not constitute a rail yard as that term is used by CARB. The CARB guidance does not identify the need for a siting distance buffer between sensitive receptors and train tracks. Unlike railyard operations, sensitive receptors are only exposed to pollutants from moving locomotives for a very short duration.

Table 4.7-8 summarizes the HRA results from I-5 and SR-76. The HRA is based on the HRA methodology described above and contained in Appendix I.

Table 4.7-8
Summary of Maximum Roadway Cancer and Chronic Health Risks - Unmitigated

Impact Analysis	Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Roadway HRA	Maximum Roadway Cancer Risk (I-5 & SR-76)	Per Million	12.02	10	**Potentially Significant**
Roadway HRA	Chronic Hazard Index	Index Value	0.003	1.0	Less than Significant

Source: See Appendix I for complete results.
Notes: CEQA = California Environmental Quality Act; HRA = Health Risk Assessment

As shown in Table 4.7-8, the HRA finds that exposure from I-5 and SR-76 would result in a potential cancer risk at the maximally exposed residential receptor of 12.02 in a million, exceeding the 10 in 1 million threshold and thus a potentially significant impact at the maximally exposed individual residential receptors. The potential chronic health risk of 0.003 would not exceed the SDAPCD significance threshold of 1.0. Therefore, impacts related to a chronic hazard index would be less than significant. Project operational impacts related to calculated cancer risk would result in a **potentially significant impact (Impact AQ-2).**

[2] While not required per CARB's guidance (CARB 2015), the HRA includes an analysis of cancer risk and chronic hazard index risks including the nearby train tracks. This information is included in the HRA (Appendix I) for disclosure purposes only.

Valley Fever

Valley fever is not highly endemic to San Diego County. The project would be consistent with SDAPCD Rule 55 which limits the amount of dust generated during construction and would also control the release of the fungus from construction activities by watering three times per day and limiting speed on unpaved roads. The closest sensitive receptors (mobile homes) are located adjacent to the west and south boundary of the project site. Based on the low incidence rate of valley fever in the project area and in greater San Diego County, and the project's implementation of dust control strategies, the earth-moving activities during project construction would have a **less-than-significant impact** with respect to valley fever exposure to sensitive receptors.

Health Impacts of Carbon Monoxide

Mobile source impacts occur on two scales of motion: regionally and locally. Locally, project-generated traffic would be added to the City's roadway system near the project area. If such traffic (1) occurs during periods of poor atmospheric ventilation, (2) is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and (3) is operating on roadways already congested with non-proposed-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic.

The project's Traffic Impact Analysis evaluated 12 intersections as shown in Appendix H. Although the Harbor Drive–North Coast Highway and I-5 Southbound Ramp intersection was shown to operate at LOS F under both Buildout Year (2035) with and without the project, the 4,060 PM peak hour trips would exceed the 3,000 peak hour trip threshold for preparation of a CO hotspot assessment. Therefore, a CO hotspot assessment was prepared. As the remaining intersections operate at an acceptable LOS during the AM and PM peak hours in the scenarios evaluated, a CO hotspot assessment was not warranted or prepared for those locations.

Consistent with the California Department of Transportation (Caltrans) and the U.C. Davis Institute of Transportation Studies *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) (Appendix I), four receptor locations at each intersection were modeled on the sidewalk to assess the maximum potential CO hotspot impacts. The results of the model are shown in Table 4.7-9.

Table 4.7-9
CALINE4 Predicted Carbon Monoxide Concentrations

Intersection	Maximum Modeled Impact for Buildout Year 2035 Plus Project Conditions (ppm)	
	1-hour	*8-hour*[a]
Harbor Drive–North Coast Highway and I-5 Southbound Ramp (PM peak hour)	2.0	1.6

Source: Appendix I
Notes:
CO = carbon monoxide; ppm = parts per million.
[a] 8-hour concentrations were obtained by multiplying the 1-hour concentration by a persistence factor of 0.7

As shown in Table 4.7-9 above, the maximum CO concentration predicted for the 1-hour averaging period at the studied intersections would be 2.0 parts per million (ppm), which is below the 1-hour CO CAAQS of 20 ppm (Appendix I). The maximum predicted 8-hour CO concentration of 1.6 ppm at the studied intersections would be below the 8-hour CO CAAQS of 9 ppm (Appendix I). Neither the 1-hour nor 8-hour CAAQS would be equaled or exceeded at the intersection studied. Impacts would be **less than significant** to sensitive receptors with regard to potential CO hotspots.

Health Effects of Other Criteria Air Pollutants

Exceeding the SDAPCD thresholds for criteria pollutants has been shown to produce health effects such as headaches, cancer, and damage to lungs, brain, liver, and kidneys. Refer to Appendix I for more detail on each criteria pollutant and the associated health effects. Project construction and operation would not exceed SDAPCD thresholds for VOC, NO_x, CO, SO_x, $PM_{10,}$ or $PM_{2.5}$. Construction and operational activities would not generate emissions in excess of SDAPCD's mass daily thresholds; therefore, construction and operational impacts related to other Criteria Air Pollutants during construction and operations of the project would be **less than significant**.

Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700 SDAPCD Rule 51, and City's Municipal Code Section 13.16, commonly referred to as public nuisance law, prohibits emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. SDAPCD also regulates project odor via SDAPCD Rule 51.

Construction

Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application, which would disperse rapidly from the project site and generally occur at magnitudes that

would not affect substantial numbers of people. The project would be required to comply with the City's public nuisance law and the State of California Health and Safety Code mentioned above. As such, impacts associated with odors during construction would be **less than significant**.

Operations

The project entails a mixed-use residential and commercial development and an associated parking structure, and would not result in the creation of a land use that is commonly associated with odors. In addition, the project would be required to comply with the City's public nuisance law and the State of California Health and Safety Code mentioned above. Therefore, project operations would result in **less-than-significant** impacts to other emissions (such as those leading to odors).

4.7.5 Mitigation Measures

To reduce Impact AQ-1, the following shall be implemented:

MM-AQ-1: Prior to the issuance of a grading permit, the City shall verify that the grading plan notes identify the following:

A. Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with CARB certified Tier 4 Interim engines or better, except where the project applicant establishes to the satisfaction of the City that Tier 4 Interim equipment is not available.

B. All other diesel-powered construction equipment will be classified as Tier 3 or higher, at a minimum, except where the project applicant establishes to the satisfaction of the City that Tier 3 equipment is not available.

In the case where the applicant is unable to secure a piece of equipment that meets the Tier 4 Interim requirement, the applicant may upgrade another piece of equipment to compensate (e.g. from Tier 4 Interim to Tier 4 Final) or take such other actions as would reduce the contemplated emissions from 75 horsepower or greater diesel-powered equipment to a level that would have been achieved had Tier 4 Interim engines been used. Engine Tier requirements in accordance with this measure shall be incorporated on all construction plans.

To reduce Impact AQ-2, the following shall be implemented:

MM-AQ-2a Prior to the issuance of a construction permit, the City shall verify that the construction plan notes identify the following:

The applicant or its successor shall install high-efficiency return air filters on all heating, ventilation, and air conditioning (HVAC) systems serving the project. The air filtration system shall reduce at least 90% of particulate matter emissions, such as can be achieved with a Minimum Efficiency Reporting Value 13 (MERV 13) air filtration system installed on return vents in residential units.

MM-AQ-2b Prior to the issuance of a certificate of occupancy, the City shall verify the installation of the MERV 13 air filtration system on any HVAC system installed for the specified residential units in accordance with the manufacturer's recommendations for the life of the project. On-going maintenance of the installed filtration systems shall be the responsibility of the applicant or its successor.

4.7.6 Level of Significance After Mitigation

The HRA results from the unmitigated construction scenario show cancer risks exceeding the 10 in one million threshold, and thus a potentially significant Impact AQ-1 at the maximally exposed individual residential receptors. The project would implement MM-AQ-1 in order to reduce project construction-generated DPM emissions to below the significance threshold. The construction-related HRA results after incorporation of MM-AQ-1 are presented in Table 4.7-10. Although not required for the construction related, potential chronic health risk impacts as Table 4.7-7 demonstrates that those impacts are less than significant, with implementation of MM-AQ-1 (which is required for potential cancer risk impacts), the potential chronic health risk would be reduced even further below the SDAPCD significance threshold of 1.0 to 0.005. As shown in Table 4.7-10, Impact AQ-1 would be **less than significant** with incorporation of MM-AQ-1.

Table 4.7-10
Summary of Maximum Construction Cancer and Chronic Health Risks - Mitigated

Impact Analysis	Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximally Exposed Individual Resident					
Construction HRA	Cancer Risk (**Impact AQ-1**)	Per Million	8.45	10	Less than Significant
	Chronic Hazard Index	Index Value	0.005	1.0	Less than Significant

Source: Appendix I.
Notes: CEQA = California Environmental Quality Act; HRA = Health Risk Assessment

In order to reduce exposure to future project operational impacts to residential receptors from exposure to I-5 and SR-76 (Impact AQ-2), the project would implement MM-AQ-2a and MM-AQ-2b. As shown in Table 4.7-11, with implementation of MM-AQ-2a and MM-AQ-2b, the HRA finds that exposure from I-5 and SR-76 would result in a potential cancer risk at the maximally exposed residential receptor of 2.61 in a million. As the applicable CEQA

significance threshold is 10 in 1 million, Impact AQ-2 would be **less than significant** with incorporation of MM-AQ-2a and MM-AQ-2b.[3].

Although not required for the potential chronic health risk impacts related to project operations, as Table 4.7-8 demonstrates that those impacts are less than significant without mitigation, with implementation of MM-AQ-2a and MM-AQ-2b (which are required for potential cancer risk impacts), the potential chronic health risk would be reduced even further below the SDAPCD significance threshold of 1.0 to 0.0003.

Table 4.7-11
Summary of Maximum Roadway Cancer and Chronic Health Risks - Mitigated

Impact Analysis	Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Roadway HRA	Maximum Roadway Cancer Risk (I-5 & SR-76) (**Impact AQ-2)**	Per Million	2.61	10	Less than Significant
Roadway HRA	Chronic Hazard Index	Index Value	0.0003	1.0	Less than Significant

Source: Appendix I
Notes: CEQA = California Environmental Quality Act; HRA = Health Risk Assessment

[3] While not required per CARB's guidance (CARB 2015), the HRA includes an analysis of cancer risk including the nearby train tracks. This analysis discloses the impacts of the existing environment on the project. The HRA predicts the potential exposure to future residents of the project from TAC emissions related to vehicles traveling on I-5 and SR-76, in combination with TAC emissions related to locomotives. This information is included in the HRA (Appendix I) for disclosure purposes only. The HRA finds that the mitigation measures already required to mitigate potential impacts due to roadway emissions (MM-AQ-2a and MM-AQ-2b) would also provide mitigation of the combined exposure from. With implementation of MM-AQ-2a and MM-AQ-2b , the HRA results from the combined I-5, SR-76, and nearby train tracks mitigated scenario show a cancer risk impact of 8.92 in 1 million, which would not exceed the SDAPCD significance threshold.

CHAPTER 5
EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The environmental issues discussed in the following sections are considered less than significant and do not require mitigation. The reasons for the conclusion of less than significant are discussed below.

5.1 Aesthetics

A significant impact related to aesthetics would occur if the Alta Oceanside Project (proposed project) would:

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 scenic highway.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

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

a) Would the project have a substantial adverse effect on a scenic vista?

To determine which views are considered a scenic vista, a review of the applicable land use plans that identify scenic vistas was completed. This included a review of the General Plan and Local Costal Plan, as discussed below.

General Plan

The City's General Plan Land Use Element states the policy goal of providing site design visually compatible with the surrounding open space environment when adjacent to scenic or recreational areas. The Environmental Resource Management Element (City of Oceanside 1986) provides the following table listing visual open space resources:

Table 5-1
Visual Open Space

Visual Resource	
Pacific Ocean	Cemetery
MCB Camp Pendleton	Utility Easement
San Luis Rey River	Buena Vista Lagoon
Mission San Luis Rey	Hosp Grove
Rosicrucian Fellowship	St. Charles Priory (Prince/Peace Abbey)
Cemetery	

Source: City of Oceanside 1986.

To define the existing visual quality of the project area, important views that include the project site have been identified as key vantage points (KVPs). KVPs consist of public viewpoints that would have views of the project site. KVPs were chosen considering the number of viewers, the duration of views, the visibility of the project site, and the location of designated scenic resources or vistas, , as defined within adopted plans. Figure 5-1, Key View Map, illustrates the KVP locations. Each KVP shown in Figures 5-2 to 5-5 show the existing conditions view from the location, as well as the future view with the proposed project rendered into the photo. Each KVP is discussed below with a narrative description of each existing view as well as the view under the project conditions.

KVP 1: The first KVP is located along the southbound exit off of I-5 approximately 550 feet from the confluence with SR-76 and encompasses views looking southwest towards the project site (Figure 5-1). The view is characterized by mature landscaping, tall palms, and naturalized areas buffering the off-ramp from the commercial establishments along North Coast Highway. Features visible in the foreground include the City of Oceanside (City) monumental entry sign structure, In-n-Out building, signage, and surface parking with split-rail fence along the perimeter. In the background is the project site on which the Main Attraction and the vacant commercial structure are visible. Also in the background is the one and two-story Rodeway Inn which borders the project site on the north across existing Costa Pacifica Way. Beyond the project site, both the LaQuinta Inn and Best Western Inn are visible (Image A. Existing Conditions in Figure 5-2, View from I-5 Off-Ramp). With the implementation of the project, the background view of the site would change from the existing lower one-story buildings to the proposed taller five-story buildings (Image B. Proposed Project Conditions in Figure 5-2).

KVP 2: This KVP is located along the east side of North Coast Highway approximately 95 feet south of the project site and encompasses views looking northwest towards the project site (Figure 5-1). In the foreground is the existing three-story La Quinta Inn which is situated immediately south of the project site. This view of the project site shows street trees, the Main Attraction with associated landscaping, and the vacant commercial structure. In the background, the Rodeway Inn sign is visible and also the Marina Towers Condominiums in the distance (Image A. Existing Conditions in Figure 5-3, View from North Coast Highway). The project would continue this theme and include light, warm, neutral colors in keeping with the "California Coastal" style present in Oceanside and the surrounding neighborhood (Image B. Proposed Project Conditions in Figure 5-).

KVP 3: This KVP is located at the intersection of North Pacific Street and Breakwater Way, approximately 840 feet southwest of the project site and encompasses views looking northeast towards the project site (Figure 5-1). The view is characterized by streetscape features including street trees, sidewalks, curb cuts, and border landscaping. In the foreground is the existing four-story North Coast Village apartment complex with its formal landscape design including tall palms and understory plantings. East of North Pacific Street is a public surface parking lot with landscaping and split-rail fencing. In the background is the Amtrak Pacific Surfliner railroad track, San Luis Rey River Trail, and the existing single-story MiraMar mobile home community which is situated at the top of a steep embankment above the trail. The project site is located beyond the MiraMar mobile home community and is not visible in the existing conditions (Image A. Existing Conditions in Figure 5-4, View from Breakwater Way). With the completion of the project, the proposed five-story structure would be visible from this KVP on top of the hillside in the distant view (Image B. Proposed Project Conditions in Figure 5-4).

KVP 4: This KVP is located along the San Luis Rey River Trail approximately 750 feet from the I-5 overpass of the trail and encompasses views looking southeast towards the project site (Figure 5-1). The view is characterized by naturalized vegetation and buildings. In the foreground is the natural habitat conservation area along steep slopes within the river corridor. In the background to the left is the existing Rodeway Inn which shows 3-stories and exposed foundation. In the background to the right is the existing 5-story Seacliff condominium building. The project site is situated between the two buildings but no site features are visible under the existing conditions (Image A. Existing Conditions in Figure 5-5, View from San Luis Rey River Trail). With the completion of the project, the current space between the two existing developments would be visually filled in with the proposed five-story structure (Image B. Proposed Project Conditions in Figure 5-5).

Of the visual resources listed above, only the San Luis Rey River view is designated as a scenic resource and is potentially applicable to the project site. The site is not located within the public viewshed of the other identified visual open space areas. As shown in Figures 5-2 and 5-3, public views from locations to the east of the site looking west do not include views of the Pacific Ocean.

With the implementation of the project, the view from the San Luis Rey River Trail of scenic resources would be unaltered (Figure 5-4). Due to its location, the project would not block any views of the river, associated native habitat, the Pacific Ocean, or the harbor. The change in view would only occur in the background looking southeast from the trail, as shown in KVP4 (Figure 5-4). As shown in KVP4 the project site is situated between a three-story building to the north and a five-story building to the south and will serve to continue to urbanize the Downtown District as intended by the General Plan. As the project would be located in the already urbanized background of this view and would be of similar massing appearance, the project would not significantly degrade the view from this scenic vista. The project would have even less effect on the background of the public viewpoint locations further west of the site that may include the Pacific Ocean views due to the distance, topography, and intervening developments. Project impacts to scenic vistas per the General Plan would be **less than significant.**

Local Coastal Plan

The Local Coastal Plan (LCP) (City of Oceanside 1985) states the California Coastal Act policy goal which requires that "the visual qualities of the Coastal Zone shall be protected and that new development be sited and designed to be visually compatible with the character of surrounding areas". The LCP finds that the Redevelopment Area LU-9 which includes the project site, has significant visual deterioration due to aging structures, conflicting architecture styles, lack of design standards, lack of maintenance, and lack of investment in the area. The LCP identifies the Pacific Ocean, San Luis Rey River, and the Oceanside Harbor as important natural aesthetic resources. The policy goals of the LCP applicable to the project site include designing to avoid disruption of natural land forms and significant vegetation, compatibility with surrounding neighborhood, streetscape enhancement, and priority on landscape design. It is noted that the General Plan and LCP policies that are relevant to the project and the project's consistency with these policies are further discussed in Section 5.7, Land Use and Planning.

Of the visual resources listed in the LCP, the nearest view with the most potential for impact is the San Luis Rey River Trail view. The project would not degrade or restrict the view of the San Luis Rey River and only the background of the trail will be visually altered, as discussed above. As shown in KVP4 the project site is situated between two existing

three and five-story buildings, and the project would not block any views of scenic resources. There are no public views looking across the site towards these coastal resources due to the existing topography and intervening structures. As indicated above, the project would have even less effect on the background of the public viewpoint locations further west of the site that may include harbor and Pacific Ocean views due to the distance, topography, and intervening developments. Overall, the project would have a **less-than-significant impact** to scenic vistas protected by the LCP.

Given the proposed project's consistency with the applicable policies and no substantial adverse effect on a scenic vista, impacts would be **less than significant**.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highways. A highway may be designated "scenic" depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it much identify and define the scenic corridor of the highway. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic protection program (Caltrans 2011).

The project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Interstate 5 (I-5) and SR-76 are eligible but not designated as State Scenic Highways. In addition, the previously disturbed project site with older non-descript buildings and typical ornamental landscaping does not include any scenic resources visible from the highway locations or otherwise. Please see Figure 5-2 for a view of the proposed project site from the I-5 off-ramp. Thus, the project would not damage scenic resources within a state scenic highway, and impacts would be **less than significant.**

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

General Plan

The General Plan Environmental Resource Management Element identifies the following objective relevant to scenic quality: Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety and welfare." See Section 5.1(a) above for consistency with the General Plan scenic areas. As shown in Figures 5-2 to 5-5, the project would not substantially degrade the existing visual character or quality of public views of the site or its surroundings. The General Plan does not include other specific regulations governing scenic quality, except as described below under the Local Coastal Program. Thus, the project would have a **less-than-significant impact** related to the General Plan scenic quality guidance. Refer below for the project's consistency with the Local Coastal Program regulations regarding scenic quality.

Local Coastal Program

The LCP Chapter VI. Visual Resources and Special Communities, Section C. lists a series of policies regarding visual preservation of scenic quality. Below are the policies applicable to the project. As described below, the project would be consistent with the Local Coastal Program policies regarding scenic quality and would therefore result in a **less-than-significant impact**.

Policy 3. All new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation.

The project site is characterized as previously developed, disturbed land, is a generally level pad, and does not include any natural land forms. The plant communities or land cover types were identified within the project site: disturbed land, urban/developed, and non-native grassland: broadleaf-dominated. Such plant communities are not considered a significant habitat resource nor aesthetic resource by the adopted plans. Existing palms within the North Coast Highway street frontage are a component of those found along the length of North Coast Highway within the City, and will be retained or replaced with the proposed project to maintain this iconic streetscape element. Additionally, no special-status plant species were observed or are anticipated to occur. Refer to the Biological Technical Report (Appendix B) for more information. The project would be consistent with this policy as it does not result in the disruption of natural land forms or significant natural vegetation.

Policy 8. The City shall ensure that all new development is compatible in height, scale, color, and form with the surrounding neighborhood.

To address this policy, a key vantage point and massing analysis was completed. This analysis is illustrated in Figures 5-1 to 5-6. Below is an existing conditions discussion of the Key Vantage Points as well as an analysis of the project impact to those views relative.

Key Vantage Points

Visual sensitivity can be described as viewer awareness of visible changes in the environment and is based on a viewer's presence in public areas near a particular site. Sensitivity relates to the overall visual character of the area and visibility of the project site. To define the existing visual quality of the project area, important views that include the project site have been identified as key vantage points (KVPs). KVPs are public viewing areas and can include road viewsheds, public viewpoints, and other key views, as defined within adopted plans. Figure 5-1 illustrates the KVP locations.

Project Compatibility

Currently the site is developed with single-story structures. The proposed project is a five-story mixed-use building with a maximum height below that allowed by the zoning. The project height is visually comparable in height and scale to the adjacent five-story Seacliff condominium development, and other three-story neighboring hotels, as shown in KVPs (see Image B in Figures 5-2 to 5-5) and Figure 5-6, Massing Study. From a cumulative perspective, the adjacent Rodeway Inn is approved for redevelopment into a four-story hotel, there are four to five story residential and hotel buildings in the areas on both sides of the San Luis Rey River, and the project would also be visually consistent with the viewshed in the cumulative condition. Thus, the project would be compatible with the surrounding neighborhood building height and scale, and would not conflict with this policy.

The site is currently developed with neutral colored structures similar to the surrounding area (see Section 2.1.3 and Image A in Figures 5-2 to 5-5). The project would include light, warm, neutral colors in keeping with the "California Coastal" style present in Oceanside and the surrounding neighborhood (see Image B in Figures 5-2 to 5-5). The color scheme is similar in character and type to other buildings in the area including the Seacliff Condominiums and nearby hotels. Thus, the project would be compatible with the surrounding neighborhood color schemes and would not conflict with this policy.

Currently the site is partially developed with a commercial building, with single-story structures of varying style and unorganized site appearance (Figure 2-4, Site Photos). Refer to the KVP discussion above for a detail discussion of the existing site appearance as well as

Section 2.1.3, Existing Land Uses. The proposed change from this commercial site into a mixed-use residential development of similar style to the surroundings area would implement City goals for redevelopment in the Downtown District, and result in improved form compatibility with the surrounding neighborhood (see Image B in Figures 5-2 to 5-5). Thus, the project would improve the site compatibility with the surrounding neighborhood form, and would not conflict with this policy.

In conclusion, the project would be consistent with this policy.

Policy 9. In areas where a change· to a more intensive use is proposed, adequate buffers or transition zones (such as increased setbacks, landscaped barriers, or decorative walls) shall be provided.

The project site is zoned Downtown District (D) Subdistrict 7(B) for which this use is permitted. The project would meet the frontage and side/corner setbacks, which consist of a 45-foot setback from North Coast Highway centerline and 10-foot setbacks from sides. The rear setback standards in Zoning Code Section 1232(I) include a 10-foot minimum set back as well as a provision that structures shall not intercept a 1:1 or 45-degree daylight plane inclined inward from a height of 12 feet. The project includes a Density Bonus incentive to eliminate the rear setback daylight plane provision, and this is incorporated as part of the project Mixed-Use Development Standards for the project. The daylight plane standard applies where commercial districts abut residentially designated properties. However, with the proposed project design, there would be residential uses adjacent to the residential boundary, and this would not be considered a change to a more intensive use. The project design also includes an increased minimum rear yard setback to 16 feet which would provide increased building separation as well as providing visual separations via perimeter landscaping and walls (see Section 3.3.1.4). These design features of the project would provide adequate buffers and would be consistent with this policy.

Policy 10. The City shall encourage consolidation of small, narrow frontage lots as a means of achieving better design.

The project proposes consolidation of five existing parcels, four of which front on North Coast Highway, with a cohesive design, in support of this policy objective. The project would be consistent with this policy

Policy 11. The City shall encourage variety, creativity, and site-responsive design for all new development.

The project proposes a mixed-use development with public amenities fronting North Coast Highway, including commercial uses and a plaza open to the public. A variety of amenities and open spaces for residents are included in and around courtyards centrally located within the site. Parking is within a garage "wrapped" by the building with limited garage entry visibility from public streets, or in a surface parking area at the rear of the site away from North Coast Highway with landscaping along the property boundary. Existing pedestrian and bicycle pathways to coastal areas are maintained with this development. The project design is oriented towards North Coast Highway and is intended to redevelop the partially developed commercial site consistent with the setting and the vision for the area (see Section 5.7, Land Use). Therefore, the project would be consistent with this policy.

Policy 13. New development shall utilize optimum landscaping.

The project proposes landscaping to accentuate the architecture, provides screening along property edges, shade the surface parking, and enhances the open spaces. An improved streetscape with wide sidewalks and street tree plantings provides a human-scale frontage to the project and meets the goals of the Coast Highway Corridor Study. The public entry plaza off of North Coast Highway would include landscaping with the intention of creating a pedestrian-oriented area. Plantings in the courtyards complement and enhance the architectural style. Water conserving landscaping and efficient irrigation design would be utilized, along with consideration of aesthetic and functional requirements for the site. All selected plant materials are California Invasive Plant Council (Cal-IPC) non-invasive. Refer to the project's Landscape Plan (Figure 3-2, Landscape Plan) and Section 3.2.1.4 for additional details. The project would utilize optimum landscaping and would be, therefore, consistent with this policy.

City of Oceanside Zoning Ordinance

The project site falls within the Downtown District (DT), Subdistrict 7B, and is being developed in accordance with zoning regulations Section 1232(KK), which requires a Mixed-Use Development plan. Under Section 1232(KK) the base district regulations for residential and nonresidential land uses shall serve as the guideline for a mixed-use project. This plan allows a height limit of up to 65 feet in the 7B Subdistrict. In addition to compliance with the zoning height regulations, the project would be consistent with the site landscaping, and other building design measures that address scenic quality. Refer to the LCP Policy 9 discussion above regarding zoning setbacks. The project would not result in any zoning ordinance conflicts that would lead to significant scenic quality impacts, and therefore impacts would be **less than significant.**

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project would not include large walls or expanses of glass or other highly reflective materials (see Image B in Figures 5-2 to 5-5). Therefore, the project would not create a source of substantial glare.

The project is in a built-up area where night lighting is a common feature. Light sources in the area include street lights, building lighting, security lighting, and sidewalk lighting. Outdoor lighting would be utilized as needed for parking areas, sidewalks, and security within the project site. Lighting would be placed along the vehicular surfaces, along the walkways and within the pool/recreation area, on walls of buildings. Lighting of the parking area would be properly shielded so as to prevent glare on any adjacent property. All outdoor lighting would be required to comply with Chapter 39 of the City Municipal Code, Light Pollution Regulations, which provides requirements to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research (City of Oceanside 2018). Through compliance with the municipal code, proposed outdoor lighting would not substantially affect day or nighttime views.

The project would not create a new source of substantial light or glare that would affect day or nighttime views, and therefore the impacts would be **less than significant**.

5.2 Agriculture and Forestry Resources

A significant impact related to agriculture and forestry resources would occur if the project would:

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)).

d) Result in the loss of forest land or conversion of forest land to non-forest use.

f) 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.

a) Would the project 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?

The proposed project site does not include and is not adjacent to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2016). As such, the proposed project would have **no impact** to Farmland resources.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project site consists of 5.3-acres of developed and vacant land in the urbanized area of the City that is zoned for urban uses and is not used for agricultural purposes. According to the State Farmland Mapping and Monitoring Program, the site is designated as Urban and Built-Up Land (SDCIF 2016). In addition, the site is not subject to Williamson Act contract (DOC 2014). The proposed project would have **no impact**.

c) Would the project 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))?

The project site does not contain any timber or forest resources, and does not meet the criteria for forest land or timberland. The project site is within the Downtown District (DT) zone, surrounded by residential and commercial uses, in an urban area that has no timberland zoning. Therefore, the proposed project would not conflict with existing zoning for forest land or timberland as those terms are defined by the significance threshold and would have **no impact** related to zoning conflicts.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

See Section 5.2(c) above. The proposed project would have **no impact**, as no forest land is located on site or in the vicinity.

e) Would the project 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?

See Sections 5.2(a) through and 5.2(d) above. As no agricultural farmland or forest land resources are located on or in the vicinity of the site, and the project would not 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, the proposed project would have **no impact** related to the conversion of agricultural or forest land.

5.3 Energy

A significant impact related to energy would occur if the project would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Implementation of the project would increase the demand for electricity and natural gas at the project site and gasoline consumption in the project area during construction and operations. Below is an analysis of whether the proposed would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Construction Use

As discussed in Chapter 3, the project would require an approximately 26-month-long construction period. The construction phases anticipated to occur include demolition, site preparation, grading, building construction, trenching, paving, and architectural coating. Heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as would trucks associated with vendor and haul trips.

The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. Natural gas is not anticipated to be required during construction of the project. Any minor amounts of natural gas that may be consumed as a result of proposed project construction would be temporary and negligible and would not be wasteful, inefficient, or unnecessary or have an adverse effect.

Heavy-duty construction equipment of various types would be used during each phase of construction. The CalEEMod analysis discussed in Appendix I to this EIR, includes the proposed construction schedule and assumed equipment usage. Based on that analysis, over all phases of construction, diesel-fueled, project site construction equipment would run for an estimated 52,320 hours, as summarized in Table 5-2.

Table 5-2
Hours of Operation for Construction Equipment

Phase	Hours of Equipment Use
Demolition	2,304
Site Preparation	672
Grading	1,536
Trenching	1,680
Paving	4,608
Building Construction	40,800
Architectural Coating	720
Total	**52,320**

Source: Appendix I.

Fuel consumption from construction equipment was estimated based on the project's anticipated construction schedule by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of diesel. Construction is estimated to occur over a 26-month period (2021-2023) based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2019). The estimated diesel fuel use from construction equipment is shown in Table 5-3.

Table 5-3
Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO_2 (MT)	kg CO_2/Gallon	Gallons
Demolition	6	81.60	10.21	7,992.34
Site Preparation	7	20.06	10.21	1,964.88
Grading	8	65.39	10.21	6,404.89
Trenching	2	38.15	10.21	3,736.90
Paving	6	96.11	10.21	9,413.57
Building Construction	9	695.13	10.21	68,083.65
Architectural Coating	1	15.32	10.21	1,500.44
			Total	**99,096.67**

Sources: Appendix I (pieces of equipment and equipment CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
CO_2 = carbon dioxide; kg = kilogram; MT = metric ton

Fuel consumption from worker and vendor trips is estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are analyzed as being gasoline fueled, and vendor/hauling vehicles are analyzed as being diesel fueled. Calculations for total worker, vendor, and hauler fuel consumption are provided in Tables 5-4, 5-5, and 5-6.

Table 5-4
Construction Worker Vehicle Gasoline Demand

Phase	Trips	Vehicle CO_2 (MT)	kg CO_2/Gallon	Gallons
Demolition	720	2.52	8.78	287.23
Site Preparation	216	0.76	8.78	86.17
Grading	480	1.68	8.78	191.49
Trenching	1,440	5.04	8.78	574.46
Paving	1,440	5.04	8.78	574.46
Building Construction	246,600	836.44	8.78	95,266.63
Architectural Coating	9,840	32.22	8.78	3,669.64
			Total	**100,650.09**

Sources: Appendix I (construction worker CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
CO_2 = carbon dioxide; kg = kilogram; MT = metric ton

Table 5-5
Construction Vendor Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)	kg/CO_2/Gallon	Gallons
Demolition	0	0.00	10.21	0.00
Site Preparation	0	0.00	10.21	0.00
Grading	0	0.00	10.21	0.00
Trenching	0	0.00	10.21	0.00
Paving	0	0.00	10.21	0.00
Building Construction	63,600	824.41	10.21	80,745.30
Architectural Coating	0	0.00	10.21	0.00
			Total	**80,745.30**

Sources: Appendix I (construction worker CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
CO_2 = carbon dioxide; kg = kilogram; MT = metric ton

Table 5-6
Construction Haul Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)	kg CO_2/Gallon	Gallons
Demolition	38	1.45	10.21	141.73
Site Preparation	0	0.00	10.21	0.00
Grading	1,338	50.95	10.21	4,990.45

Table 5-6
Construction Haul Truck Diesel Demand

Phase	Trips	Vehicle CO_2 (MT)	kg CO_2/Gallon	Gallons
Trenching	0	0.00	10.21	0.00
Paving	0	0.00	10.21	0.00
Building Construction	2,778	104.23	10.21	10,208.37
Architectural Coating	0	0.00	10.21	0.00
			Total	**15,340.56**

Sources: Appendix I (construction worker CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
CO_2 = carbon dioxide; kg = kilogram; MT = metric ton

As shown in Tables 5-4 through 5-6, the project is estimated to consume 295,833 gallons of petroleum during the construction phase. By comparison, approximately 71.7 billion gallons of petroleum would be consumed in California over the course of the proposed project's construction period based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (CEC 2016). Additionally, the proposed project would be required to comply with CARB's Airborne Toxics Control Measure, which limits fuel use by restricting heavy-duty diesel vehicle idling time to 5 minutes. The project would not significantly affect the overall demand for petroleum considering the project's minimal contribution towards demand and compliance with CARB's Airborne Toxics Control Measure. Therefore, because petroleum use during construction of the proposed project would be temporary and minimal and would not be wasteful, inefficient, or result in the unnecessary consumption of energy resources, impacts would be **less than significant.**

Operational Use

Electricity

San Diego Gas & Electric (SDG&E) provides electric services to 3.6 million customers through 1.4 million electric meters and 873,000 natural gas meters throughout a 4,100-square-mile service area in San Diego and Southern Orange County (SDG&E 2016). According to the California Public Utilities Commission (CPUC), SDG&E consumed approximately 15,634 million kWh of electricity in total in 2018 (SDG&E 2019).

SDG&E receives electric power from a variety of sources. According to CPUC's 2016 Biennial Renewable Portfolio Standard (RPS) Program Update, 43.2% of SDG&E's power came from eligible renewable energy sources in 2016, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (CPUC 2017). This is an improvement from the 36.4% that SDG&E maintained in 2014 (CPUC 2016).

Based on recent energy supply and demand projections in California, statewide per capita consumption is expected to remain relatively constant at 7,200–7,800 kWh per person (CEC 2015). In the County, SDG&E reported an annual electrical consumption of approximately 15,634 million kWh in 2018, with 8,550 million kWh for non-residential use and 7,084 million kWh for residential use (SDG&E 2019). More specifically, within the City, annual electricity consumption (encompassing both residential and non-residential) is approximately 654,557,305 kWh in 2018 (SDG&E 2019).

CalEEMod estimates energy usage associated with building systems that are regulated under Title 24 (such as the heating and cooling system), lighting, and use of, appliances, plug-ins, and other sources not covered by Title 24. CalEEMod estimated that the project would consume 2,635,110 kWh of electricity annually. Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with one year of project operation is approximately 0.40% of the City's use. Considering the project would be consistent with the City's General Plan and Zoning for the site, the local and regional electricity demand planning would have included the project. In addition, the project would comply with Title 24 energy efficiency standards, as well as would include energy efficiency measures (see Section 3.2.5). Overall, the project would not result in excessive electricity usage and project impacts would be **less than significant**.

Natural Gas

The CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. In 2012, California customers received 35% of their natural gas supply from basins located in the Southwest, 16% from Canada, 40% from the Rocky Mountains, and 9% from basins located within California (CPUC 2017). California gas utilities may soon also begin receiving biogas into their pipeline systems (CPUC 2017). SDG&E provides natural gas service to San Diego and Orange Counties. SDG&E is a wholesale customer of SoCalGas, and currently receives all of its natural gas from the SoCalGas system (CPUC 2017).

CalEEMod estimated that the project would consume 3.2 million thousand British thermal units (kBtu) of natural gas annually. By comparison, the City consumed approximately 4,877 million kBtu in 2018 (SDG&E 2019). The anticipated increase in consumption associated with one year of project operation is approximately 0.07% of the SDG&E existing demand. Considering the project would be consistent with the City's General Plan and Zoning for the site, the local and regional natural gas demand planning would have included the project. In addition, the project would comply with Title 24 energy efficiency standards, as well as would include energy efficiency measures (see Section 3.2.5). Overall, the project would not result in excessive natural gas usage and project impacts would be **less than significant**.

Petroleum

There are more than 35 million registered vehicles in California, and those vehicles consume an estimated 1.45 billion gallons of fuel each year (CEC 2019; DMV 2019). Petroleum currently accounts for approximately 92% of California's transportation energy consumption (CEC 2019). However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and greenhouse gas (GHG) emissions, and reduce vehicle miles traveled (VMT). Market forces have driven the price of petroleum products steadily upward over time, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible.

Largely as a result of and in response to these multiple factors, gasoline consumption within the state has declined in recent years, and availability of other alternative fuels and energy sources has increased. The quantity, availability, and reliability of transportation energy resources have increased in recent years, and this trend may likely continue and accelerate (CEC 2019). Increasingly available and diversified transportation energy resources act to promote continuing reliable and affordable means to support vehicular transportation within the state.

As provided in the Traffic Impact Analysis (Appendix H), the project would generate approximately 2,495 daily vehicle trips during the week, including 10% reduction in vehicle trips from internal trip capture (i.e., trips from one on-site land use to another on-site land use). Using the CalEEMod default trip length and total VMT, the project would generate a total of 4,328,581 VMT annually. Similar to construction worker and vendor trips, fuel consumption was estimated by converting the total CO_2 emissions from each land use type to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 92.5% of the fleet range from light-duty to medium-duty vehicles and motorcycles were assumed to run on gasoline. The remaining 7.5% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses/recreational vehicles, which were assumed to run on diesel.

Calculations for annual mobile-source fuel consumption are provided in Table 5-7.

Table 5-7
Mobile Source Fuel Consumption – Operation

Fuel	Vehicle MT CO_2	kg CO_2/Gallon	Gallons
Gasoline	1,524.28	8.78	173,607.86
Diesel	123.92	10.21	12,137.42
		Total	**185,745.27**

Sources: Appendix I (mobile source CO_2); The Climate Registry 2019 (kg/CO_2/gallon).
CO_2 = carbon dioxide; kg = kilogram; MT = metric ton

As shown in Table 5-7, mobile sources from the proposed project would result in approximately 173,608 gallons of gasoline per year and 12,137 gallons of diesel consumed per year beginning in 2024. By comparison, California as a whole consumed approximately 1.45 billion gallons of petroleum in 2018 (CEC 2019).

Over the lifetime of the project, the fuel efficiency of the vehicles being used by residents, visitors, and employees is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emissions vehicles in California (Appendix I). Additionally, the project would develop a mixed-use buildingthat would include residential uses, commercial amenities, and the project's internal circulation features would provide residents the opportunity to access commercial uses via multiple modes of transportation and encourage non-vehicular modes of transportation through the inclusion of a walking and bicycling amenities connected with the existing network in the Downtown area.

In summary, although the project would increase petroleum use during operation, the use would be a small fraction of the statewide use and, due to efficiency increases, diminish over time. Additionally, the inclusion of on-site walking/bicycling network and other commercial amenities would help reduce petroleum-based fuels consumption. Given these considerations, petroleum consumption associated with the project would not be considered wasteful, inefficient, or unnecessary consumption of energy resources and impacts would **be less than significant**.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Additionally, it is anticipated that operational vehicles would meet the applicable standards of Assembly Bill 1493 (vehicles manufactured in 2009 or later), and as a result, would likely consume less energy as fuel efficiency standards increase and vehicles are replaced. Natural gas and electricity are supplied to the project site by SDG&E. The proposed project would result in an increased use of natural gas and electricity during operation compared with the existing conditions. However, the project would result in a nominal increase in natural gas and electricity over the City's typical annual natural gas and electricity consumption.

Implementation of the project would not result in the reduction of substantial amounts of local or regional energy supplies compared to existing conditions. The resultant increase in energy demand would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond. Further, as substantiated in the calculations above, the increase in electricity and natural gas usage attributable to the proposed project falls within the current electricity and natural gas local demands. Considering the project would be consistent with the City's General Plan and Zoning for the site, the local and regional energy demand planning would have included the project. In addition, the project would comply with Title 24 energy efficiency standards, as well as would include energy efficiency measures (see Section 3.2.5). Regarding petroleum, fuel economy and use of alternative modes of transportation are expected to increase over time, and even without such reductions in future petroleum use, the petroleum use associated with the project would be negligible relative to current use and production. Therefore, impacts would be **less than significant.**

5.4 Greenhouse Gas Emissions

A significant impact related to greenhouse gas emissions would occur if the project would:

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.

The following analysis is based upon the Air Quality and Greenhouse Gas Emissions Technical Report prepared for the proposed project by Dudek in June 2019 included as Appendix I to this EIR and other evidence in the project record.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The City has held public workshops on the City's General Plan Update, which includes development of a Climate Action Plan (CAP) and a policy framework to the Energy and Climate Action Element (E-CAP). The E-CAP proactively supports statewide efforts to cut GHG emissions by expanding local renewable energy generation, reducing energy use, promoting recycling and reuse, facilitating active transportation, and encouraging other sustainable practices. As part of this effort to ensure a sustainable future, the City prepared a GHG emissions inventory and a CAP, both of which inform the E-CAP. The City's Final CAP was adopted on May 8, 2019 (City of Oceanside 2019a). The City is currently in process of developing the CAP Consistency Checklist; thus, the City has established efficiency metric thresholds, which projects are to use to evaluate impacts from GHG emissions, in order to help the City to meet state reduction targets for 2020 and 2030. Projects are required to meet an efficiency metric threshold of 4.0 metric tons of carbon dioxide equivalent (MT CO_2e) per service population per year (MT CO_2e/SP/yr) for year 2020 and an efficiency metric threshold of 3.0 MT CO_2e/SP/yr for year 2030 (City of Oceanside 2019a). Projects that meet these thresholds would be considered consistent with the City's CAP. As there are no emissions, employment, or population data specific to the proposed project's build-out year (2024) in the CAP, an efficiency metric was generated for year 2024 by interpolating the efficiency metrics for years 2020 and 2030.

The calculated efficiency metric for 2024 was 3.6 MT CO2e/SP/yr. If the project achieves the 2024 efficiency metric, the project would be consistent with the CAP and would not interfere with the state's ability to achieve the mid-term and long-term GHG reduction targets per Senate Bill 32 and Executive Order S-3-05.

Construction of the project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Total project-generated GHG emissions during construction were estimated to be 2,884 MT CO_2e, or 96 MT CO_2e per year when amortized over 30 years (Table 5-8).

Table 5-8
Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
2021	1,138.31	0.18	0.00	1,142.83
2022	1,291.69	0.14	0.00	1,295.08
2023	444.51	0.04	0.00	445.61
Total	**2,874.51**	**0.36**	**0.00**	**2,883.52**

Table 5-8
Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
30-year Amortized Construction Emissions (MT CO_2e per year)				**96.12**

Source: Appendix I

The project would generate operational GHG emissions from area sources (landscape maintenance equipment), energy sources (natural gas and electricity consumption), mobile sources (vehicle trips), water supply and wastewater treatment, and solid waste. Estimated annual project-generated operational GHG emissions at full occupancy in 2024 plus amortized project construction emissions would be approximately 2,484 MT CO_2e per year (Table 5-9).

Table 5-9
Estimated Annual Operational Greenhouse Gas Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	metric tons per year			
Area	6.12	<0.01	<0.01	6.23
Energy	569.63	0.02	<0.01	572.19
Mobile	1,646.01	0.09	0.00	1,648.20
Solid waste	21.07	1.25	0.00	52.20
Water supply and wastewater	74.64	0.57	0.01	93.11
Operational Emissions				2,371.92
30-Year Amortized Construction Emissions				*96.12*
Operation plus Amortized Construction Total				**2,468.04**

Source: Appendix I

An efficiency metric approach, which is the basis for the GHG emission reduction targets established in the City's CAP (City of Oceanside 2019a), is appropriate for the project because it measures the project's emissions on a per-service population basis to determine its overall GHG efficiency relative to regulatory GHG reduction goals. As there are no emissions, employment, or population data specific to the project buildout year (2024), an efficiency metric was generated for year 2024 by interpolating the efficiency metrics for years 2020 and 2030. The 2024 efficiency metric was interpolated to be 3.6 MT CO2e/SP/yr (see Section 3.4.1, Thresholds of Significance, in Appendix I, Air Quality and Greenhouse Gas Emissions Analysis Technical Report, for additional details).

Under the California Supreme Court's evaluation of the applicability of AB 32 the court identified the Numerical GHG Significance Threshold of "service population" as a potential option for lead agencies to evaluate GHG emissions. Refer to Appendix I for

additional information regarding AB 32 and "service population" information. The project's service population, defined as the number of residents (866 persons) plus the number of jobs (25 persons) supported by the project, is 891 people. The project's service population is based on City 's Housing Element, which estimates an average household size of 2.8 per dwelling unit (City of Oceanside 2013). Based on the service population (SP) of 891 people, the project would result in GHG emissions of approximately 2.97 MT CO_2e/SP/yr. Thus, the project's estimated GHG emissions would not exceed the threshold of 3.6 MT CO_2e/SP/yr extrapolated from the City's Climate Action Plan (City of Oceanside 2019a), and the project's GHG emissions would be **less than significant**.

b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Consistency with SANDAG'S San Diego Forward: The Regional Plan

Regarding consistency with SANDAG's Regional Plan, the project would be developed to support the policy objectives of the RTP and SB 375. More specifically, the project would develop a mixed-use community that would include residential and commercial uses. In addition, the project would include bike parking facilities and would include pedestrian improvements along the streetscape and a pedestrian crossing, which would promote walking and bicycle travel to the site. Refer to Appendix I Table 14 for the project's consistency with the applicable goals. As no conflict would occur, the project would have a **less-than-significant impact**.

Consistency Analysis with City of Oceanside General Plan

The project also would be consistent with the goals set forth in the City's General Plan Environmental Resource Management Element, Land Use Element, and Circulation Element that are designed to reduce the emissions of GHGs, reduce energy use in buildings and infrastructure, and promote the use of renewable energy sources, conservation, and other methods of efficiency. The project would provide road improvements, connections to bikeways, bicycle parking facilities, traffic calming measures, and sidewalks. Additionally, the project would provide accommodations for future solar PV systems and energy efficient appliances. Refer to Appendix I Table 15 for the project's consistency with the applicable goals. As no conflict would occur, the project would have a **less-than-significant impact**.

Consistency Analysis with City of Oceanside's Climate Action Plan

The City prepared a GHG emissions inventory and a CAP, both of which inform the E-CAP (City of Oceanside 2019a). The City's Final CAP was adopted on May 8, 2019. The CAP demonstrates that, with implementation of applicable General Plan objectives and policies, coupled with state and federal actions and execution of CAP measures and actions,

the City will reduce GHG emissions in alignment with state goals established by Senate Bill 32 and maintain a trajectory to meet its proportional share of the 2050 state target identified in Executive Order S-3-05. Since the project would result in total GHG emissions that would not exceed the calculated efficiency metric threshold of 3.6 MT CO_2e/SP/yr for a build-out year of 2024, which was interpolated based on the CAP efficiency thresholds for years 2020 and 2030, the project would not conflict with the City's CAP.

Consistency with SB 32 and EO S-3-05

- **EO S-3-05.** This EO establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.
- **SB 32.** This bill establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030.

The estimated annual project-generated GHG emissions would be approximately 2,372 MT CO_2e per year as a result of project operations only. Estimated annual project-generated operational emissions in 2024 plus amortized project construction emissions would be approximately 2,648 MT CO_2e per year. The project's service population, defined as the number of residents (866 persons) plus the number of jobs (25 persons) supported by the project, is 891 people. The project's service population is based City's Housing Element, which estimates an average household size of 2.8 per dwelling unit (City of Oceanside 2013). Based on the service population of 891 people, the project would result in GHG emissions of approximately 2.97 MT CO_2e/SP/yr. Thus, the project's estimated GHG emissions would not exceed 3.6 MT CO2e/SP/yr, and the project's GHG emissions would be **less than significant.**

The project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the project would result in emissions less than the calculated efficiency metric (Refer to Appendix I Section 3.5.1). Therefore, the project would be consistent with SB 32 and EO S-3-05, and impacts related to GHG emissions would be **less than significant.**

5.5 Hazards and Hazardous Materials

A significant impact related to hazards and hazardous materials would occur if the project would:

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 that 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires.

The following section is based upon the Phase I Environmental Site Assessment (Phase I ESA) and Limited Phase II Environmental Assessment (Limited Phase II ESA) prepared for the proposed project by Leighton and Associates, Inc. in August 2018 and other information in the project record. The Phase I ESA is based on a reconnaissance-level visit (August, 13 2018), records review, and interviews. The purpose of the Phase I ESA (Appendix J) was to identify, to the extent feasible and pursuant to the processes prescribed in ASTM International (ASTM) E1527-13, recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) in connection with the subject site. The Limited Phase II ESA is based on soil borings and samplings and related laboratory analysis. The reports are included as Appendices J and K to this EIR.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction

Construction activities would entail routine transport of materials potentially hazardous to humans, wildlife, and sensitive environments. These materials include gasoline oil, solvents, cleaners, paint, and various other liquids and materials required for the operation of construction equipment. Direct impacts to human health and biological resources from accidental spills of small amounts of hazardous materials from construction equipment could potentially occur because of the proposed project. The Phase I and Phase II ESAs (Appendices J and K) also identified no known contaminated soils located on the property that would require transport, use or disposal.

Pursuant to construction activities involving potential hazardous materials, it is noted that the proposed project would comply with federal, state, and local health and safety requirements that are intended to minimize hazardous materials risk to the public, such as California Occupational Safety and Health Administration (Cal/OSHA) requirements, the Hazardous Waste Control Act, California Accidental Release Prevention (CalARP) Program, and the California Health and Safety Code. Additionally, standard best management practices included in the SWPPP required of the proposed project by the Construction General Permit (see Section 5.6, Hydrology and Water Quality), and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the proposed project. Thus, project construction impacts related to the routine transport, use, or disposal of hazardous materials would be **less than significant**.

Operations

Residential and retail uses are not typically associated with the transport, use, or disposal of hazardous materials. Household goods used by residential homes and/or retail spaces that contain toxic substances are usually low in concentration and small in amount. Therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents and retail personnel are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed in the trash. Furthermore, the transport, use, and disposal of hazardous materials are fully regulated by the EPA, State of California, San Diego County, and/or the City. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the project would be **less than significant**.

b) Would the project 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?

Construction

Construction equipment that would be used to build the proposed project has the potential to release relatively small amounts of oils, greases, solvents, and other finishing materials through accidental spills. Spill or upset of these materials could have the potential to significantly impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The Oceanside Fire Department enforces city, state, and federal hazardous materials regulations

for the City. City regulations include spill mitigation, and containment and securing of hazardous materials containers to prevent spills. Compliance with these requirements is mandatory as standard permitting conditions, and would minimize the potential for the accidental release or upset of hazardous materials, thus ensuring public safety. Therefore, compliance with the above requirements such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP Program, and the California Health and Safety Code would result in **less-than-significant** impacts with respect to the creation of significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operations

As stated above, residential and retail uses are not typically associated with the transport, use, or disposal of hazardous materials. Residents and retail personnel are required to dispose of household hazardous waste at a Household Hazardous Waste Collection Facility. In addition, operations would be required to comply with EPA, State of California, San Diego County, and/or the City regulations pertaining to household wastes. With mandatory regulatory compliance, potential hazardous materials accidental release impacts associated with long-term operation of the project would be **less than significant**.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project site is not located within 0.25 mile of an existing or proposed school. Laurel Elementary School and Oceanside High School are within 0.75 mile located northeast and southeast of the proposed project location. As stated above, residential and retail uses are not typically associated with the transport, use, or disposal of hazardous materials. Construction activities would comply with the above requirements such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP Program, and the California Health and Safety Code. Compliance with these requirements is mandatory and would minimize the potential for the accidental release of hazardous materials; therefore, impacts to schools would be **less than significant**.

d) Would the project be located on a site that 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?

Phase I and Phase II ESAs (Appendix J and K) has revealed no evidence of recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) in connection with the property with the exception of the following:

- A gasoline service station was present in the eastern portion of the Site from 1945 to 1988, which is an HREC for the Site.
- Petroleum impacted soil was buried beneath the parking lot of the hotel adjacent to the south of the Site, therefore vapor encroachment is a REC for the Site.

Based on the findings of the Phase I ESA (Appendix J), a Limited Phase II ESA (Appendix K) was prepared to address potential petroleum soil vapor and lead concerns. The San Diego Department of Health (SDDEH) criterion used in this assessment is one in a million (1.0E-06). Non-carcinogenic toxicity is estimated by comparing the estimated dose to the dose required to trigger chronic toxicity. A value exceeding 1.0 is considered significant. The Phase II ESA analyzed soil vapor samples and the results indicate that the cumulative cancer risk is below the SDDEH criterion of 1.0E-06, and the total cumulative non-carcinogenic risk is less than the SDEH criterion of 1.0, therefore there is a low likelihood of carcinogenic and non-carcinogenic risk due to VOC vapors at the proposed residential development from the concentrations of chemicals detected during this investigation. The results of the vapor risk assessment determined that no significant cancer risks or non-cancer hazards are anticipated due to the concentrations of chemicals detected during this investigation..

According to the Phase I ESA, the project site was not identified on the "Cortese" Hazardous Waste and Substances Sites List (Cortese)/Historical Cortese (HIST Cortese) databases. As indicated above and detailed in the Phase I and Phase II ESAs (Appendix J and K), the site does not warrant listing. Therefore, **no impacts** would occur with implementation of 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 result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest airport are the Oceanside Municipal Airport, located approximately 1.7 miles northeast of the proposed project, and the McClellan-Palomar Airport, located approximately 7.2 miles southeast of the proposed project. The project is located outside of the safety zones for both airports (San Diego County Regional Airport Authority 2010).

The project is located within the southern corner of Review Area 2 for the Oceanside Municipal Airport (San Diego County Regional Airport Authority 2010). Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or notification overflight areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2 and the proposed building height does not conflict with these restrictions. As a new residential project in this area, an airport overflight notification would be required to be provided to future residents as part of standard City conditions. The project would be constructed in compliance with requirements of the Airport Land Use Commission for Oceanside Municipal Airport. Impacts related to an airport safety hazard or excessive airport noise would be **less than significant**.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The adopted emergency plans applicable to the project area consists of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2018a) the San Diego County Emergency Operations Plan (County of San Diego 2018b) and the City's Emergency Plan (Oceanside Fire Department 2009). In addition, the City has developed a tsunami evacuation map (City of Oceanside n.d.a).

The Multi-hazard Mitigation Plan is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The plan is a comprehensive resource document that serves many purposes such as enhancing public awareness, creating a decision tool for management, promoting compliance with State and Federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The project would not impair inter-jurisdictional coordination and therefore would have **no impact**.

The 2016 Emergency Operations Plan was adopted by City Council on March 15, 2017. The City'sEmergency Operations Plan describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support which might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

As discussed in Section 5.6 below, the coast of the City is within a tsunami inundation area. As a part of the City's Emergency Operations Plan, the City developed a tsunami evacuation map (City of Oceanside n.d.a) . This City map shows the project site located outside of the tsunami evacuation area for the City, but a portion of the adjacent MirMar mobile home community and Seacliff condominiums located within the evacuation area. Evacuation routes shown on the tsunami evacuation map (City of Oceanside n.d.a) in the project area include Pacific Street from Harbor Drive to Surfrider Way, Surfrider Way from Pacific Street to Horne Street, and North Coast Highway from Surfrider Way east. The project would not interfere with any evacuation routes identified on the tsunami evacuation map. While not designated as an evacuation route, Costa Pacifica Way is the only egress for the adjacent Seacliff development. As the project is not within the identified evacuation area and is located at a higher elevation than the adjacent area, the project site would not likely need to evacuate during a typical tsunami event. With the implementation of the project, Costa Pacifica Way would continue to serve as access for the Seacliff condominiums, and Seacliff could continue to use Costa Pacifica Way to North Coast Highway for egress during a tsunami event. The project would not interfere with tsunami evacuation from MirMar, as this community is provided egress via N. Cleveland Street to Surfrider Way. The project would not impede on implementation of this plan or the associated tsunami evacuation plan, and therefore would have **less than significant impact**.

The proposed project would provide three access points for emergency responders: one entrance from the north of the site via Costa Pacifica Way, one from the east of the site via North Coast Highway, and one from the south of the site via the proposed private drive (Figure 3-5). The proposed project would not require the full closure of any public or private streets or roadways during construction or operations, and would not impede access of emergency vehicles to the project or any surrounding areas. A Traffic Control Plan would be implemented during construction, as discussed in Section 3.2.5, Project Design Features. Further, the project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department, as detailed in Section 4.5, Transportation. The proposed project would not impair or physically impact any adopted emergency response plan or evacuation plan.

Overall, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be **less than significant**.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

According to the California Department of Forestry and Fire Protection's (CAL FIRE's) Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area) map, the project site is

not located within or adjacent to a Very High Fire Hazard Severity Zone (CAL FIRE 2009). The project site is located within an urbanized and developed area of the City. The project site does not contain and is not adjacent to wildlands where there is risk for wildfire. Therefore, impacts would be **less than significant**.

5.6 Hydrology and Water Quality

A significant impact related to hazards and hazardous materials would occur if the project would:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

   i. result in substantial erosion or siltation on or off site;

   ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;

   iii. 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; or

   iv. impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The following section is based upon the Storm Water Quality Management Plan (SWQMP) and Drainage Report prepared for the proposed project by Hunsaker and Associates in 2019. The SWQMP is based on requirements set forth in the Regional Water Quality Control Board's National Pollutant Discharge Elimination System MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). Storm water quality design was prepared in accordance with the City's Best Management Plan (BMP) Design Manual. The Drainage Study uses the Rational Method as described in the June 2003 San Diego County Hydrology Manual (SDCHM). The SWQMP and Drainage Report are included as Appendix L to this EIR.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The project is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Sub-Area (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). Within this Hydrologic Sub-Area, downstream impaired 303(d) listed water bodies include the Pacific Ocean Shoreline, San Luis Rey River Mouth impaired by enterococcus, total coliform, indicator bacteria; and San Luis Rey River & Lower Stream impaired by chloride, enterococcus, fecal coliform, phosphorus, total dissolved solids, total nitrogen, toxicity, and indicator bacteria. Total Maximum Daily Loads (TMDLs) have been accordingly established to address these pollutants for these impaired water bodies. Considering the downstream waters are impaired by these pollutants, the potential pollutants of concern that may be generated by the project based on the proposed residential and commercial uses are sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides.

In accordance with regulations, a SWQMP has been prepared to address the project's operational impacts to water quality and the potential pollutants of concern. It is noted that hydromodification management requirements are not applicable to the project, as the project discharges runoff into a storm drain system that discharges into an exempt water body (San Luis Rey River). Per the SWQMP, the project source control measures would include storm drain inlet stenciling to indicate water flows into the ocean, garage drains plumbed into the sanitary sewer, Integrated Pest Management program to reduce pesticide use, fire sprinkler and rooftop equipment drainage to the sewer system, regular sweeping of the site. Treatment control BMPs including flow-thru planters and biofiltration at inlets will also be provided. The project would be required to provide for ongoing implementation and maintenance of these features in accordance with the SWQMP. Implementation of the SWQMP would reduce potential operational impacts related to water quality standards or waste discharge requirements to **less than significant** levels.

Construction activities associated with the proposed project could result in wind and water erosion of the disturbed area leading to sediment discharges. Fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact water quality. The proposed project is required to comply with the NPDES State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ for stormwater discharges and general construction activities, and incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, and runoff controls. In compliance with the Construction General Permit Order 2009-0009-DWQ, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared that specifies BMPs that would be implemented during

construction to minimize impacts to water quality. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. Therefore, construction impacts related to water quality standards or waste discharge requirements would be **less than significant**.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The proposed project would not use groundwater during construction or operation. According to the Geotechnical Update Report (Appendix E), no groundwater was encountered during the field exploration and it is assumed that the groundwater depth is greater than 20 feet below the ground surface. Although the proposed project would result in a change in amount of impervious groundcover on the project site, the proposed project would include pervious features that include planter islands, landscaping throughout the site, and water quality basins. Per the Geotechnical Update Report (Appendix E), infiltration BMPs could create adverse groundwater conditions and, as such, none are proposed with this project. Due to the depth of groundwater and the proposed type of construction, project is not anticipated to decrease groundwater supplies or interfere with groundwater recharge in a manner that would impede sustainable groundwater management. Project impacts related to groundwater recharge would be **less than significant**.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on or off site;

During construction, the project has potential to result in exposed soils or changes in runoff that could result in erosion or siltation. This potential impact would be avoided through the implementation of BMPs during construction in accordance with a SWPPP, as required by City regulations in conformance with the NPDES State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ (As amended by 2010-0014-DWQ and 2012-0006-DWQ). As the project is over one acre in size, the project would be required to prepare a SWPPP and comply with the associated BMPs. Construction BMPs would include measures such as minimizing exposed soils, street sweeping, utilizing hydroseed to stabilize soils, and using sandbags, check dams or berms during rain events to direct flows. Surface drainage would be controlled at all times in accordance with NPDES regulations, and potential construction impacts related to soil erosion and siltation would be **less than significant**.

During operations of the project, the site surfaces would be covered by pavement or landscaping. The proposed building would have a drainage system to collect roof runoff. Positive surface drainage would be provided to direct surface water away from the structure toward the street or suitable drainage facilities. Planters would be designed with provisions for drainage to the storm drain system. All surface runoff would be controlled in a manner to avoid erosion and sedimentation in accordance with regulations and the prepared SWQMP (Appendix L). Therefore no substantial erosion or siltation on or off site would be produced. Impacts would be **less than significant.**

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;

Existing Conditions

The existing drainage patterns across the project site generally divide the site into three drainage areas: northern, central and southwestern (Figure 5-7, Existing Drainage Areas). The existing site drainage patterns consist generally of surface flows from east to west. (Figure 5-8, Proposed Drainage Areas)

The northerly drainage area drains east to west from North Coast Highway to the westerly project boundary, where it is intercepted by a drainage channel that directs runoff northerly into an existing storm drain lateral that connects to the backbone storm drain system in Costa Pacifica Way.

The central drainage area drains east to west through the project site, but discharges to the adjacent mobile home park overland. After storm flows traverse the mobile home park, runoff is intercepted by a drainage channel and catch basin prior to entering the Seacliff project, and is routed through the Seacliff storm drain laterals to the backbone storm drain system.

The southwesterly drainage area drains southwest through the mobile home park via overland flow. This area drains around the Seacliff project and drains to the San Luis Rey River north of the project.

The project area adjacent to North Coast Highway drains into an inlet near the south east corner of the project boundary and through an existing storm drain which discharges to San Luis Rey River.

Proposed Conditions

In the proposed condition, the project would collect and treat all runoff prior to discharging from the site in accordance with stormwater regulations. Flows from Costa Pacifica Way and adjacent project areas and also flows from on-site drainage would be collected at the existing backbone system in Costa Pacifica Way (Figure 5-8, Proposed Drainage Areas).

Although this proposed diversion increases the drainage area to the backbone system in Costa Pacifica Way, the hydrology shows no increase in peak runoff, achieved by inclusion of the proposed attenuation vault that reduces peak runoff flow rates from this facility to approximately 1 cfs. The vault detains runoff from the southwestern portion of the site, releasing that volume of water slowly and at a time much later in the storm event, such that the downstream detention basin has had opportunity to manage the peak flows prior to receiving runoff from the southwestern portion of this site. (Appendix L).

Due to the designed drainage systems, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site and the impact would be **less than significant**.

iii) 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; or

The proposed storm drain system is designed to safely convey the peak 100-year storm drain to the existing system in Costa Pacifica Way. The existing system has sufficient conveyance capacity to accept the proposed runoff from the site that will be reduced by the proposed storm water detention vault. There would be no adverse impact from the proposed development on the existing retention basin, as there would be an overall reduction in peak flow rates. Onsite detention of storm water volume from the south portion of the developed site in a detention vault releases that volume of water slowly and at a time much later in the storm event, such that the downstream detention basin has had opportunity to manage peak flow prior to receiving runoff from the south portion of this site. The site and downstream properties would not be adversely impacted during the 100-year storm event due to reduction in peak runoff and overland flow in comparison to the existing conditions. Existing inlets along North Coast Highway would not experience an increase in runoff in the proposed condition, as there would be no increase in existing impervious area draining to them. (Refer to Appendix L for more information)

Additionally, the SWQMP designs stormwater quality measures to remove pollutants from runoff in compliance with the City BMP Manual.

Therefore, the project would not contribute runoff which would exceed the capacity nor would it provide additional sources of polluted runoff. Project impacts would be **less than significant**.

iv) impede or redirect flood flows?

The project proposes to divert runoff away from the mobile home park, routing of all runoff to the north into the existing backbone storm drain system in Costa Pacifica Way. Although this proposed diversion increases the drainage area to the backbone system in Costa Pacifica Way, there would be an overall decrease in peak runoff in the post development condition into the existing detention basin. There is an increase in peak flow rates in the upper portion of the existing system that has excess capacity for conveying stormwater. All runoff would eventually reach the San Luis Rey River as in the existing condition. Overall, re-routing this flow would not result in a physical flooding impact or exacerbation of an existing flooding issue. The site is not located within a flood zone (see below) and proposed changes in runoff would not affect any downstream flood zones. Refer to Appendix L for additional information. Project impacts would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows and impacts would be **less than significant**.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

According to the FEMA Flood Insurance Rate Map (FIRM) for this site, the project is located in an unshaded Zone X, which is defined as "Areas determined to be outside the 500-year floodplain (Appendix L). The site is not located within proximity to a water body that could pose a seiche hazard to the project considering its elevation and distance relative to the San Luis Rey River. According to the Tsunami Inundation Map for Emergency Planning Oceanside Quadrangle the property is not located within the inundation area (CalEMA 2009). In addition, it is noted that the nearby Seacliff development to the west and the adjacent MirMar mobile home community are also outside the tsunami inundation area. The tsunami inundation area is limited to the San Luis Rey River corridor and generally the area west of S. Pacific Street. Refer to Sections 5.12(d) for information regarding tsunami evacuation information, which is noted to address a different area than the tsunami inundation area. Consequently, significant impacts related to the release of pollutants due to project inundation would not occur. Project impacts related to the potential release of pollutants due to project inundation would be **less than significant**.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The San Diego Basin Plan, most recently amended on May 17, 2016, sets forth water quality objectives for Region 9. Specifically, the Basin Plan is designed to accomplish the following: (1) designate beneficial uses for surface and groundwater, (2) set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, (3) describe mitigation measures to protect the beneficial uses of all waters within the region, and (4) describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan. The Basin Plan incorporates by reference all applicable SWRCB and the San Diego RWQCB (San Diego Water Board) plans and policies.

The project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies (City of Oceanside et al. 2016). These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them. The project is consistent with these goals by complying with the regulations as described below.

The Sustainable Groundwater Management Act has enacted sustainable groundwater management requirements. In San Diego County, there are four basins that meet the criteria as medium-priority and are subject to this regulation: Borrego Valley, San Diego River Valley, San Luis Rey Valley and San Pasqual Valley. While the site is located near the San Luis Rey River corridor, the project does not fall within the area of the San Luis Rey Valley that is considered a medium-priority basin category that requires a Groundwater Sustainability Plan (California Department of Water Resources 2019). Currently there is no adopted sustainable groundwater management plan applicable to the project area. In addition, the project would not utilize or affect the groundwater levels or quality, as discussed above. Thus, the project would not conflict with a sustainable groundwater management plan.

The SWQMP was prepared based on requirements set forth in the Regional Water Quality Control Board's National Pollutant Discharge Elimination System MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The storm water quality design was prepared in accordance with the City's Best Management Plan (BMP) Design Manual as well. The Drainage Study included in the SWQMP uses the Rational Method as described in the June 2003 San Diego County Hydrology Manual (SDCHM). The project would include appropriate BMPs to reduce water quality pollutant impacts of concern during

operations in accordance with the Water Quality Control Plan for the San Diego Basin (see Section 5.5(a)). The project would also be required to adhere to a SWPPP during construction, which would satisfy the requirements set forth by NPDES State Water Resources Control Board Construction General Permit Order No. 2009-0009-DWQ. Overall, the project would comply the Water Quality Control Plan for the San Diego Basin and impacts would be **less than significant**.

5.7 Land Use and Planning

A significant impact related to land use would occur if the project would:

a) Physically divide an established community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

a) Would the project physically divide an established community?

The project is an infill development in an established urban area. The project site is along North Coast Highway to the west of Interstate I-5 and State Route 76 in an area with a mix of commercial, visitor serving, hospitality and residential and recreational uses. There is no established community to, and the project does not divide an established community. Therefore the impact would be **less than significant**.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project is subject to several local and regional plans intended to avoid environmental effects. Such local plans include the City General Plan, Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan (MHCP), City's Local Coastal Program (LCP), and Coast Highway Vision and Strategic Plan and the Coast Highway Corridor Study. The applicable regional plans include San Diego Forward: The Regional Plan, Regional Air Quality Plan, San Luis Rey Watershed Water Quality Improvement Plan. Overall, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and the project would have a **less-than-significant impact**. Refer to the analysis below for additional consistency determination information.

Local Plans

General Plan

As discussed in Section 2.3.1, the City's General Plan, the project site as well as the immediately surrounding areas has a General Plan land use designation of Downtown District (DT) with a sub-area Coastal Zone designation.

The City's Zoning Ordinance Article 12 outlines the requirements of the (D) Downtown District; Subdistrict 7(B). As presented in Section 1210 of the Zoning Ordinance, the specific purposes of the Downtown District are as follows:

- To promote the long-term viability of and rejuvenation of the Redevelopment Project Area and to protect and enhance primarily boating and water-dependent activities; and secondarily other public-oriented recreation uses in the Oceanside Small Craft Harbor
- Maintain and enhance an appropriate mix of uses; and
- Provide land-use controls and development criteria consistent with the General Plan, the Redevelopment Plan, and the LCP.
- The specific purpose of Subdistrict 7(B) is: To provide for a mix of recreational and commercial uses conveniently located near recreational and residential areas. Residential uses are allowed as part of a mixed use project.

The proposed project meets these goals by providing redevelopment and enhancement of an existing commercial property with a mix of residential and commercial uses.

In addition, the project site is located within the Special Management Area Redevelopment Project Area (as defined by Figure LU-9 of the City's General Plan). The stated objective of the Redevelopment Project Area is to promote the long-term viability and rejuvenation of the redevelopment area consistent with the overall policies and improvements of the City. As mentioned above, the project meets this goal by redeveloping and enhancing an aging commercially developed property.

Circulation Element

Per the City's General Plan Circulation Element (City of Oceanside 2012a):

"…Any proposed development project that affects a street segment that already operates, or is projected to operate worse than LOS D, regardless of peak hour analysis, the developer shall propose, prepare and provide mitigation measure(s) for the City to review. If there are no feasible mitigation measures that would fully mitigate traffic impacts, the developer shall propose, prepare and provide various

mitigation measures, such as Traffic Management Center tools and resources, which may not include physical improvements to the impacted facility. Where various mitigation measures have been prepared, agreed upon by the City, and will be implemented, yet are not sufficient to fully mitigate the traffic impacts, then LOS E during peak hour periods will be considered acceptable."

The proposed project has incorporated mitigation in accordance with the General Plan Circulation Element, as detailed in EIR Section 3.2.3, Circulation, Access, and Parking. These measures are detailed in Section 4.5. With the inclusion of this mitigation, the project would be consistent with this General Plan Circulation Element. Impacts would be **less than significant.**

Environmental Resource Management Element

The Environmental Resource Management Element outlines objectives for the following; Water; Soil, Erosion and Drainage; Coastal Preservation; Minerals; Vegetation and Wildlife Habitats; Air Quality; Agricultural Resources; Cultural Sites; and Recreation and Scenic Areas. The objectives applicable to the project site are listed below:

Water

The proposed project would receive water service from the City. The existing infrastructure is adequate to serve the project and no offsite improvements would be necessary. Refer to Section 5.13, Utilities and Service Systems, for more detail. Stormwater runoff and pollution control is provided by complying with the Regional Water Quality Control Board's National Pollutant Discharge Elimination System MS4 Permit, the SWPPP, and the City's BMP Design Manual as described in Section 5.6, Hydrology and Water Quality. Regarding flood prone areas, according to the FEMA Flood Insurance Rate Map (FIRM) for this site, the project is located in an unshaded Zone X, which is defined as "Areas determined to be outside the 500-year floodplain (Appendix L). Thus, the project would not conflict with the Environmental Resource Management Element water-related objectives.

Soil, Erosion and Drainage

Soil, Erosion and Drainage impacts would be avoided or minimized by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the SWPPP and associated NPDES regulations. Thus, the project would not conflict with the Environmental Resource Management Element soil, erosion or drainage objectives.

Vegetation and Wildlife Habitats

No special-status plant or wildlife habitats were detected on the project site during biological surveys. Mitigation for impacts to non-native grassland and nesting birds are outlined in Section 4.1.5. The project would be consistent with the Environmental Resource Management Element vegetation and wildlife habitat-related objectives.

Cultural Sites

As discussed in Section 4.2 Cultural Resources, one prehistoric isolated resource (Isolate AO-Iso-001) was located on the project site during the archaeological field survey conducted on January 24, 2019. Due to the overgrown vegetation and the ground-disturbing construction activities that would take place, there is a potential to uncover more surface or sub-surface resources within the project site. The project would provide mitigation to reduce this potential impact consistent with the Environmental Resource Management Element objective regarding cultural sites. Overall, the project would be consistent with the Environmental Resource Management Element cultural sites objective.

Recreation and Scenic Areas

As discussed in Section 3.2.1.3, Recreational Amenities and Open Space, the proposed project would provide a fitness center connecting to the fitness courtyard. Approximately 30% of the project site is planned as open space. Common open space is proposed, consisting of courtyards, a roof deck, and non-street side yards. Each dwelling unit with a private balcony or patio counts as open space. Overall, there would be a total of approximately 66,000-square feet of open space, or 213-square feet of open space per dwelling unit. This would satisfy the City's open space requirements of 200-square feet per unit, and the project is not anticipated to result in an adverse effect to parkland that would necessitate the construction or expansion of additional parks.

As shown in Section 5.1 Aesthetics, the only scenic vista defined as a visual resource in the General Plan is the San Luis Rey River. The project will have no adverse effect on views of the river corridor as shown in the key vantage point Figures 5-2 to 5-5. Overall, the project would be consistent with the Environmental Resource Management Element recreation and scenic area objectives.

In conclusion, the proposed project would not result in a conflict with the Environmental Resource Management Element of the General Plan that would lead to a physical environmental impact, and therefore project impacts would be **less than significant**.

Oceanside Subarea Plan of the North County (MHCP)

The Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City of Oceanside, California, would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991 and the California and U.S. Endangered Species Acts (CESA and ESA). Please refer to Section 4.1, Biological Resources, for more information regarding project consistency with this plan. In summary, the proposed project would be consistent with the biological resource avoidance and mitigation requirements set forth by this plan and would not result in a conflict with the Oceanside Subarea Plan.

City of Oceanside Local Coastal Program

The site is located within the Coastal Zone and is subject to the City's LCP (City of Oceanside 1985). The objective of the Coastal Zone is to provide for the conservation of the City's coastal resources and fulfill the requirements of the LCP and the California Coastal Act of 1976 by ensuring that new development does not interfere with the public right of access to and along the shoreline. The LCP has a series of policies, which are each discussed further below.

Coastal Access

The Coastal Act requires that development not interfere with public right of access to and along the shoreline. The proposed project does not impact the existing public use easement existing on the project site providing access to the San Luis Rey River Trail. The project does not propose any other access improvements that would interfere with coastal access. Thus, the project would not conflict with this policy.

Recreation and Visitor Serving Facilities

The Coastal Act requires adequate distribution of public facilities such as parking areas, visitor facilities, protection of oceanfront, granting of priority to commercial recreation uses, reservation of upland areas to support coastal recreation, and distribution of visitor facilities throughout the coastal zone. The proposed project is a private development on private property and is not required to provide public facilities such as parking areas, visitor facilities, protection of oceanfront, granting of priority to commercial recreation uses, reservation of upland areas to support coastal recreation, and visitor facilities.

Approximately 30% of the project site is planned as open space. A total of approximately 42,900 square-feet of common open space is proposed, consisting of courtyards, a roof deck, and non-street side yards. The project would also provide adequate parking on site for the proposed uses (Section 3.2.3). Thus, the project would not conflict with this policy.

Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas

The Coastal Act requires maintenance, protection and restoration of marine resources and coastal water quality, as well as control of discharges and run-off into the ocean and coastal wetlands. The project does not propose any direct changes to water and marine resources, and the proposed project would not significantly alter topography or otherwise result in a potential for erosion. The site is also not located within a flood area. As described in Section 5.6, the project would have a less than significant indirect impact to downstream water quality and hydrology. Thus, the project would not conflict with this policy.

San Luis Rey River Specific Plan

The project is not located within this specific plan area. Thus, the project would not conflict with this policy.

Environmentally Sensitive Habitat Areas

The Coastal Act requires that environmentally sensitive habitat areas be protected against significant disruption. Development adjacent to such habitats shall be sited and designed to prevent adverse environmental impacts. No plant or animal species listed as rare, threatened, or endangered were detected on the project site. Mitigation for impacts to non-native grassland: broadleaf-dominated and nesting birds is provided, consistent with this policy. Refer to Section 4.1, Biological Resources, for additional details. Thus, the project would not conflict with this policy.

Visual Resources and Special Communities

The Coastal Act requires that the visual qualities of the Coastal Zone shall be protected and that new development be sited and designed to be visually compatible with the character of the surrounding areas. As detailed in Section 5.1, Aesthetics, the project would not block any public scenic views of the ocean or other scenic resources such as the San Luis Rey River corridor or Harbor. Changes to the San Luis Rey River trail scenic views as a result of the project would be minimal considering the views of the scenic resources would not be affected and the project would visually infill in the urbanized area. The project would also be consistent visually with the surrounding area in mass and style. Refer to Section 5.1 for additional details. The project would not conflict with this policy.

Coast Highway Vision and Strategic Plan and the Coast Highway Corridor Study

The project site is located within the Coast Highway Vision and Strategic Plan (The Vision Plan); (City of Oceanside 2009), an advisory document for development which is intended to revitalize and enhance the Coast Highway Corridor. The plan's objectives are to promote the Oceanside identity, promote smart growth, encourage regulatory flexibility, promote high quality design, and the preservation of historical resources.

The Vision Plan makes recommendations and provides design guidelines in order to create a place that is:

- Human-scaled and pedestrian-oriented
- Diverse in its options for housing, recreation, transportation, and employment
- Mixed-use
- Full of vibrant and unique public spaces that are truly "Oceanside"
- In harmony with the natural environment
- Focus on the long-term economic viability of the community

The Coast Highway Corridor Study (City of Oceanside 2019b) is an effort by the City to begin the design process for the street enhancements recommended in the above mentioned Coast Highway and Strategic Plan. The goals of the plan are:

1. Improving pedestrian and bicycle infrastructure with a focus on safety and comfort.
2. Enhancing access to transit
3. Modifying the roadway with improvements such as roundabouts to improve traffic flow.
4. Improving parking access to businesses along with corridor
5. Encouraging economic development through improvements in mobility and the public streetscape.

The proposed project meets the goals of these two documents by providing the development type, scale, and features as recommended. These plans envision the site being redeveloped. The project provides redevelopment of the site into a mix of commercial and residential uses, and would include pedestrian friendly streetscape improvements, affordable housing, and activates the streetscape with retail frontage and a public plaza. The project also proposes architectural treatments in harmony with the community. The project would also provide a Continental crosswalk consistent with the Coast Highway Corridor Study. Overall, the project would not conflict with the Coast Highway Corridor Study and project impacts would be **less than significant**.

Regional Plans

San Diego Forward: The Regional Plan

The project site is located within the San Diego Forward: The Regional Plan which is focused on improving the transportation system for the future of San Diego. These initiatives are addressed in more depth in Sections 4.7, Air Quality, and 5.4, Greenhouse Gas Emissions. In summary, the proposed project is consistent with the applicable objectives by protecting open space, creating a mix of uses, encouraging multi-modal transportation, and promoting sustainable resources.

Regional Air Quality Plan

The project site is located within the San Diego Air Pollution Control District. Please refer to Section 4.7, Air Quality, for more information. In summary, the proposed project is consistent with this land use plan, as the project is consistent with the land use assumptions utilized to prepare the regional RAQs, and the project emissions would not exceed the SDAPCD thresholds.

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them. The Storm Water Quality Management Plan (SWQMP) was prepared for the proposed project based on requirements set forth in the Regional Water Quality Control Board's National Pollutant Discharge Elimination System MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The storm water design was prepared in accordance with the City's Best Management Plan (BMP) Design Manual. The Drainage Study included in the SWQMP uses the Rational Method as described in the June 2003 San Diego County Hydrology Manual (SDCHM). Please refer to Section 5.6, Hydrology and Water Quality for more information. In summary, the proposed project is meeting these goals by complying with all local and regional water quality programs and policies that are intended to reduce water pollutants and control runoff in a manner to avoid impacts to downstream waters. Thus, the project would not conflict with this plan.

5.8 Mineral Resources

A significant impact related to mineral resources would occur if the project would:

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

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

a) Would the project 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?

As mandated by the Surface Mining and Reclamation Act (SMARA) of 1975, the California State Mining and Geology Board classifies the state's mineral resources with the Mineral Resource Zone (MRZ) system. This system includes identification of presence/absence conditions for meaningful sand and gravel deposits. The project site is within MRZ-3, areas containing mineral deposits, the significance of which cannot be evaluated from available data.

According to the City's General Plan – Land Use Element, the proposed project is not within a designated mineral resource area (City of Oceanside 1989) and therefore would not 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. Thus, the proposed project would have **no impact** on mineral resources.

b) Would the project 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?

See answer to Section 5.8(a). The proposed project would have no impact, as the proposed project is not within a designated mineral resource area (City of Oceanside 1989) and would not 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.

5.9 Population and Housing

A significant impact related to population and housing would occur if the project would:

a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere.

a) Would the project induce substantial unplanned 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)?

The proposed project is located within the City of Oceanside (see Figure 2-1, Project Location). As shown in Table 5-10, the City is projected to grow by 14,000 residents between 2020 and 2030. (SANDAG 2019). For this same period, the City is estimated to increase the number of housing units by 4,871.

Table 5-10
Oceanside Regional Growth Forecast

Factors	Years				
	2010	*2020*	*2030*	*2040*	*2050*
Population	167,086**	195,592	209,613	214,530	217,108
Housing	64,759	69,630	73,499	73,557	73,551
Jobs*	—	48,464	54,597	60,377	67,550

Source: SANDAG 2019.
* includes military/**based on 2010 U.S. Census

The Housing Needs Assessment section of the Housing Element of Oceanside's General Plan indicates that the City is in need of 775 extremely-low-income (ELI) housing (City of Oceanside 2013). Under the current State density bonus law (SB 1818 of 2005), cities and counties must provide a density increase of up to 35% over the otherwise maximum allowable residential density under the Municipal Code and the Land Use Element of the General Plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with units affordable to very low-, low- or moderate-income households (City of Oceanside 2013.

Prior to the density bonus, the proposed project could have a density of 29-43 dwelling units per acre. After the density bonus, the proposed project would construct 309 units, resulting in a residential density of 58.2 dwelling units per acre. Under Chapter 14C of the

Oceanside City Code, the calculations for the number of reserved affordable units shall be made without including any increase in the allowable number of housing units (City of Oceanside 2000). The proposed project would propose 26 units to be very low income affordable units, and therefore would be in compliance with the City's municipal code and would help meet the City's affordable housing needs.

The proposed project would construct 309 units, which would have the potential to house approximately 891 people, based on the City's Housing Element of an average household size of 2.8 per dwelling unit (City of Oceanside 2013) and information from the applicant, which states that the project would employ 25 persons. The City has identified the site for redevelopment within its General Plan as well as the Coast Highway Vision and Strategic Plan. The proposed redevelopment with 309 residential units (including 26 affordable units) as well as commercial uses would be in line with these plans. Further, the proposed project contribution towards growth would be consistent with the SANDAG growth projections, as well as the City's in RHNA goals. Thus, the proposed project would lead to additional growth within the City, but the proposed growth is consistent with the growth planned for the City. The project would not lead to indirect growth, as the project would not provide for additional infrastructure improvements that would allow for additional unplanned growth in the area. It is noted that the surrounding area is also identified for redevelopment per the General Plan and Coast Highway Vision and Strategic Plan, and redevelopment of the surrounding area is currently planned for. Therefore, the proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly, and would have a **less-than-significant** impact.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site does not currently include existing housing that would be displaced and the project would not displace people. Therefore, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere and the proposed project would cause a **less-than-significant** impact.

5.10 Public Services

A significant impact related to public services would occur if the project would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order

to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- Fire Protection
- Police Protection
- Schools
- Parks
- Other public facilities

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The Oceanside Fire Department (OFD) operates eight firehouses and serves approximately 180,000 residents across 41 square miles (City of Oceanside n.d.b). OFD employs 35 daily on-duty operations staffing comprising of 18 firefighters, eight engineers, eight captains, and one battalion chief. Staffing in administration, training, and prevention departments include eight staff captains, one investigator, zero to four part-time inspectors, one emergency medical services manager, six full-time support staff, and zero to four part-time daily support staff. Lifeguard staffing includes a daily full-time captain, lieutenant, and sergeant (four to seven) and two to 20 daily seasonal or part-time personnel (Lawrence, pers. comm. 2019).

The OFD operates eight fire stations. The locations and apparatus for the fire stations are shown in Table 5-11. Each fire station is operational 24 hours a day, 365 days a year.

Table 5-11
Fire Stations in the City of Oceanside

Station Name	Address	Apparatus*
Fire Station 1	714 Pier View Way	• 6 Fire engines • 1 Quint Ladder Truck • 1 Tiller Truck • 5 Ambulances • 3 Brush Engines • 1 Water Tender • 1 Command Vehicle (Battalion Chief)
Fire Station 2	1740 South Ditmar Street	
Fire Station 3	3101 Oceanside Boulevard	
Fire Station 4	3990 Lake Boulevard	
Fire Station 5	4841 North River Road	
Fire Station 6	895 North Santa Fe Avenue	
Fire Station 7	3350 Mission Avenue	

Table 5-11
Fire Stations in the City of Oceanside

Station Name	Address	Apparatus*
Fire Station 8	1835 Avenida Del Oro, Suite F	• 1 Command & Interoperability Trailer • 1 Incident Support Trailer • 1 Mass Casualty Response Vehicle • 1 Confined Space Trailer • 1 Courier Truck

Source: City of Oceanside n.d.b

OFD utilizes a dynamic distribution system that chooses units based on which OFD unit is closest at the time the alarm is received. Fire Station 1 responds to the majority of calls for service in the vicinity of the project site (approximately 70% last year), and when Station 1 is unavailable, units identified for response to the site could come from multiple stations. . The second most frequent response to the project site area comes from Fire Station 7, which responded to approximately 14% of calls for service in the project site area last year. Table 5-12 depicts the 2018-2019 response history by fire station to the block range contiguous to the project site.

Table 5-12
Fire Station Percentage of Responses to the Project Site (2018–2019)

Assigned Station	% of Responses to Fire	% of Responses for Emergency Medical Services (EMS)
Fire Station 1	69.7%	69.4%
Fire Station 2	6.1%	2.0%
Fire Station 3	6.1%	8.2%
Fire Station 7	13.6%	14.3%
Other Fire Station	4.5%	4.5%

Source: Lawrence, pers. comm. 2019

According to the City's General Plan – Community Facilities Element, the City strives to achieve a 5 minute response time from fire stations to all developed areas within the City. (City of Oceanside 1990). The same General Plan policy indicates that the City strives to provide "a maximum response time for paramedic units of eight (8) minutes in urban areas." (City of Oceanside 1990). OFD's goal for fire and emergency services is to achieve a 5-minute response time for the first arriving units 90% of the time. ((Lawrence, pers. comm. 2019).

The OFD is currently experiencing a very high response workload[1] of approximately 3,300 responses per year for Station 1. (Lawrence, pers. comm. 2019). Based on 115 previous

[1] A very high workload is defined as 3,000 to 3,999 responses per year in which overlapping calls occur daily, usually during peak demand periods, and working incidents are frequent.

responses to the vicinity of the project for Fiscal Year 2018-2019 for both fire and emergency medical services to the project vicinity, the 90th percentile response to the block range contiguous to the project site is 6 minutes and 49 seconds. Consistent with the General Plan policy, EMS services 90th percentile response to the block range contiguous to the project site area is 6 minutes and 55 seconds. The only fire incident in the project vicinity in the last Fiscal Year had a response time of 5 minutes and 18 seconds (Lawrence, pers. comm. 2019).

Independent of the Project, the City initiated an effort to relocate Fire Station 1 in order to provide a larger and newer station to meet the needs of the City. The City purchased the planned Fire Station 1 relocation site at an existing, developed site located at 602 Civic Center Drive in 2004. The City's Fiscal Year 2019-20 Capital Improvement Program (CIP) includes a budget to fund the design for the relocated Fire Station 1, and the City Staff Report dated September 11, 2019 indicates the City is proceeding with the design phase (City of Oceanside 2018, 2019c). Per the 2019-20 CIP (City of Oceanside 2019c), construction of the relocated station is anticipated to occur from 2020 to 2022. While full funding for construction has not yet been included in the CIP, this station is planned to be operational regardless of whether the project proceeds.

The proposed project would increase the amount of development in the downtown area, with a corresponding increase in demand for services in combination with other recent development west of I-5, consistent with what is already contemplated in the General Plan and in the City's emergency services planning. Refer to EIR Section 6.4.15 for the cumulative analysis of public services. As indicated above and addressed further in EIR Section 6.4.15, the City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds towards capital improvements for public services including fire and emergency services. The project would be required to pay those developer impact fees in accordance with the City's requirements.

The proposed project would not 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 fire protection and would, therefore, have a **less-than-significant impact**.

Police protection?

The Oceanside Police Department (OPD) employs 227 sworn and 83 non-sworn positions who handle approximately 110,000 calls for service each year (Armijo, pers. comm. 2019). The OPD

has an additional 23 hourly, non-sworn positions (Armijo, pers. comm. 2019). OPD operates two police resource centers: Police Beach Facility on 122 North The Strand, and the Downtown Resource Center on 401 Mission Avenue #C-122. The primary station that would serve the proposed project site is located at 3855 Mission Avenue, which is located approximately 4.4 miles northeast of the project site (Armijo, pers. comm. 2019).

According to the City's General Plan – Community Facilities Element, OPD shall strive to provide a maximum response time of five minutes for all Priority E and I emergency service calls (City of Oceanside 1990). Table 5-13 indicates that the OPD has been meeting these response time goals.

Table 5-13
Oceanside Police Department Response Times

Call Priority	Average Response Time Goals	Actual Average Response Times
Priority E – Imminent threat to life	Within 5 minutes	3 minutes, 45 seconds
Priority 1 – Serious crimes in progress	Within 5 minutes	3 Minutes, 45 seconds
Priority 2 – Less serious crimes with no threat to life	Within 10 minutes	8 Minutes, 40 seconds
Priority 3 – Minor crimes/requests that are not urgent	Within 60 minutes	17 Minutes, 20 seconds
Priority 4 – Minor requests for police services	Within 60 minutes	17 Minutes, 20 seconds

Source: Armijo, pers. comm. 2019; Stauffer, pers. comm. 2019

As discussed in Section 5.9, Population and Housing, the proposed project would have the potential to house an estimated 866 people. OPD acknowledged that an increased staffing ratio of 1.3 sworn members per thousand residents and 0.6 non-sworn members per thousand residents would be needed to maintain the current response time averages seen in Table 5-13 (Armijo, pers. comm. 2019). Without the corresponding increase in staff, response times would likely increase but the proposed project would not negatively impact OPD's ability to provide adequate services as their response time would still be within the response time goal thresholds (Armijo, pers. comm. 2019).

The closest resource center to the project is the Downtown Resource Center, which is located approximately 0.6 mile southeast of the project site and is a three minute drive. The proposed project would in accordance with OPD's response time goals and would not require the construction or expansion of a new facility (Armijo, pers. comm. 2019; Stauffer, pers. comm. 2019). In addition, the project would provide payment of development impact fees in accordance with Municipal Code Sections 32B and 32C that is intended to address the need for additional public services generated by new development (see Section 6.4.15). The proposed project would not 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 police protection and would, therefore, have a **less-than-significant impact**.

Schools?

The proposed project would be served by the Oceanside Unified School District (OUSD). OUSD serves 18,071 students and operates 23 schools, including 16 elementary schools, four middle schools, two comprehensive high schools, and one alternative high school (OUSD n.d.). Potential students living within the proposed project development would be serviced by the schools listed in Table 5-14. As stated in Chapter 1, Project Description, the proposed project would be completed in 2023. The projected enrollments with development growth for the 2023 to 2024 school year for Laurel Elementary School, Lincoln Middle School, and Oceanside High School are 438, 619, and 1,809 respectively (OUSD 2017a). The estimated enrollment with the potential students are listed in Table 5-13 and would not exceed capacity of the schools. The schools would be able to service the students generated from the project and would not require new or expanded facilities. The proposed project would not 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 schools. Therefore, the proposed project would have a **less-than-significant impact**.

Table 5-13
School Enrollment and Capacity

School	Address	Estimated Capacity	2016–2017 Enrollment	2017–2018 Enrollment
Elementary				
Laurel	1410 Laurel Street	744	445	441
Middle				
Lincoln	2000 California Street	1038	836	857
High				
Oceanside	1 Pirates Cove Way	2654	2,213	2,189

Source: OUSD 2017a, 2017b, 2017c, 2018a, 2018b, 2018c, 2018d.

Parks?

According to the City's General Plan – Community Facilities Element, the City's goal is to provide a minimum of five acres of developed "community parks" per 1,000 residents within the City (City of Oceanside 1990). Based on these goals, the City would need to provide approximately 894.4-acres of public park land for their residents. As discussed further in Section 5.11, the City has 937.52-acres of park land.

The proposed project would provide adequate on site usable open space, and would be in compliance with the City's goal. The proposed project would provide a minimum of 200 square-feet of usable open space on site per residential unit in compliance with the City's Municipal Code, Chapter 32D. The project would provide payment of park fees, as applicable (City of Oceanside 2019d). Overall, adequate parkland would be available to service the project on site and City-wide, and no deterioration of existing facilities is anticipated.

The proposed project would not 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 parks and would, therefore, have a **less-than-significant impact.**

Other Public Facilities?

The City operates two public library locations: the Civic Center Library on 330 North Coast Highway, and Oceanside Public Library Mission Branch on 3861 Mission Avenue (City of Oceanside n.d.c). According to the City's General Plan – Community Facilities Element, library facilities should have a floor area of 0.55 square feet per resident, accessibility for all Oceanside residents within 10 minutes in driving time or two miles in distance (whichever is greater), a ratio of three public library staff (consisting of one librarian plus two clerical staff) per 6,000 residents of the City, and a ratio of Oceanside library inventory of three items per resident (City of Oceanside 1990). Based on these requirements, the current City population of 178,021, and the potential for the project to bring in approximately 866 people as discussed in Section 5.9, Population and Housing, library facilities should be approximately 98,387 square feet in total, 90 public library staff, and 536,658 items in their inventory. The Civic Center Library is approximately 0.5 mile, or a two minute drive, southeast of the project site, thus in accordance with the City's General Plan policy.

However, recent trends in library budget cuts often prevent libraries from meeting goals set forth in General Plans or Master Plans. As is the case with the Oceanside Public Library, existing conditions dictate that it does not meet the thresholds defined in the City's General Plan. The Oceanside Public Library has a combined square footage of 42,000 square feet,

has 38 full time equivalent employees, and 195,061 items in inventory (Cosby, pers. comm. 2019). These conditions were not caused nor and would not be significantly exacerbated by the proposed project. Oceanside Public Library Director, Sherri Cosby, indicated that the proposed project would affect library services but there would be no adverse impact. Additionally, Sherri Cosby indicated that there are plans for a proposed library facility. The proposed library facility was planned and approved prior to the planning of the proposed project. None-the-less, the project would provide payment of development impact fees in accordance with Municipal Code Sections 32B and 32C that is intended to address the need for additional public services generated by new development (see Section 6.4.15).

The proposed project would not 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 library facilities and would, therefore, have a **less-than-significant impact.**

5.11 Recreation

A significant impact related to recreation would occur if the project would:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The City is currently in the process of updating their Parks and Recreation Master Plan, which was last adopted in January 1996. Based on the City's Park Overview, the City has one 75-acre regional park, 22 community parks consisting of 375.96-acres, 10 special use parks and facilities consisting of 245.50-acres, 17 neighborhood parks/pocket parks consisting of 80.46-acres, and 160.60-acres of joint open space from 27 schools. The total acreage of park land in the City is 937.52-acres. Additionally, the San Luis Rey River Trail is located adjacent to the project to the north. The trail runs 7.2 miles adjacent to the San Luis Rey River with 10 access points for pedestrians and cyclists. The trail leads to beach access approximately 1/3 mile to the west of the project site.

In accordance with the City's Municipal Code, Chapter 32D, the proposed project is required to either 1) create dedicated park land within or partly within the project site, whose acreage would be determined by the City, 2) dedicate land usable for recreation purposes in addition to paying a portion of the park impact fee, or 3) pay the entire park impact fee (City of Oceanside n.d.d). The proposed project would provide a minimum of 200 square-feet of usable open space on site per residential unit in compliance with this City code. The project would provide payment of park fees, as applicable (City of Oceanside 2019d).

According to the City's General Plan – Community Facilities Element, the City's goal is to provide a minimum of five acres of developed "community parks" per 1,000 residents within the City (City of Oceanside 1990). Based on these goals, the City would need to provide approximately 894.4-acres of public park land for their residents. As discussed above, the City has 937.52-acres of park land. The proposed project would provide adequate on site usable open space, and would be in compliance with the City's goal.

The project would potentially increase the utilization of the pedestrian access to the west and the San Luis Rey River Trail. However, this trail is paved and additional usage is not anticipated to result in any deterioration of this trail.

Overall, adequate parkland would be available to service the project on site and City-wide, and no deterioration of existing facilities is anticipated. Therefore, the proposed project would have **a less-than-significant impact**.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

As discussed in Section 3.2.1.3, Recreational Amenities and Open Space, the proposed project would provide a 2,309-square foot fitness center connecting to the fitness courtyard. Approximately 30% of the project site is planned as open space. A total of 42,907 square-feet of common open space is proposed, consisting of courtyards, a roof deck, and non-street side yards. Each dwelling unit with a private balcony or patio counts as open space, thus provided another 22,822 square-feet of open space. Overall, there would be a total of 65,729-square feet of open space, or 213-square feet of open space per dwelling unit. This would satisfy the City's open space requirements, and the project is not anticipated to result in an adverse effect to parkland that would necessitate the construction or expansion of additional parks. The proposed project would have a **less-than-significant impact**.

5.12 Utilities and Service Systems

A significant impact related to utilities and service systems would occur if the project would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) 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.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The information provided in this analysis is taken from the following report(s):

Public Sewer System Analysis for the Alta Oceanside Project in the City of Oceanside; prepared by Dexter Wilson Engineering. Provided as Appendix M in this EIR.

Water System Analysis for the Alta Oceanside Project in the City of Oceanside; prepared by Dexter Wilson Engineering. Provided as Appendix N in this EIR.

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

Water service to the proposed project would be from the City's Talone 320 Pressure Zone. The nearest public water lines are a 12-inch water line in North Coast Highway and an eight-inch water line in Coast Pacifica Way. The water supply comes from the five million gallon Wire Mountain Reservoir, the three million gallon Fire Mountain Reservoir, and the three million gallon John Paul Steiger Reservoir. The existing public water system provides the necessary flow and pressure for the proposed private fire protection system. No offsite water system improvements are needed to provide service to the project, and the improvements within the proposed project site would be constructed in accordance with the City's design guidelines. Therefore, the proposed project would have a **less-than-significant impact**.

Wastewater Treatment

The proposed project would receive sewer service from the City. As discussed in Section 3.2.4, Public Utilities, the residential units would connect to an existing 8-inch gravity main as well as construct a lift station located within the southern parking lot. According to Appendix M, the estimated average sewer flow of the proposed project would be 48,618 gpd with a projected peak flow of 194,472 gpd (135 gpm). The City's Water, Sewer, and Reclaimed Water Design & Construction Manual (City of Oceanside 2017) indicates that 10-inch or less sewer lines shall have a maximum depth of flow of half the diameter, and sewer lines 12 inches or larger shall have a maximum depth of flow of two-thirds of the diameter. The maximum depth-to-diameter (d/D) ratio downstream of the Alta Oceanside project is 0.33 under existing peak flow conditions. This occurs in an 8-inch sewer reach in North Coast Highway (Manhole 12 to Manhole 10 on Exhibit A). With the proposed sewer line upgrade and the proposed project generation, the d/D would be 0.38 and would be less than the City's d/D 0.67 standard. Downstream of this sewer reach, the maximum d/D does not exceed the City's of Oceanside design criteria. Thus, no additional sewer line upgrades would be required to service the project.

The City is served by the San Luis Rey Wastewater Treatment Plan (SLRWWTP) and the La Salina Wastewater Treatment Plant (LSWWTP) (City of Oceanside n.d.e, n.d.f). The SLRWWTP is a secondary wastewater treatment plant that serves areas of the City east of I-5, treats wastewater from the Rainbow MWD and a portion of the City of Vista. The LSWWTP is also a secondary wastewater treatment plant that historically treats wastewater from areas west of I-5, downtown and along the coast. However, the City is in the process of decommissioning the LSWWTP and would augment flows to the SLRWWTP (City of Oceanside 2015). Both plants discharge treated effluent through the Oceanside Ocean Outfall (City of Oceanside n.d.e). The SLRWWTP's capacity for secondary treatment is 15.4 million gallons per day (MGD), and its capacity for tertiary treatment is 0.7 MGD (City of Oceanside 2016).

Based on the available capacity of the system with the proposed improvements, the facilities and infrastructure serving the proposed project would be able to handle the projected flow rates. Therefore, no additional sewer improvements would be necessary to service the proposed project and impacts would be **less than significant**.

Storm Water Drainage

As discussed in Section 5.6, Hydrology and Water Quality, the existing system would have sufficient conveyance capacity to accept the proposed runoff from the proposed project site. Therefore, the proposed project would have a **less-than-significant impact**.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Water service to the proposed project would be from the City's Talone 320 Pressure Zone. The nearest public water lines are a 12-inch water line in North Coast Highway and an eight inch water line in Coast Pacifica Way. The water supply comes from the five million gallon Wire Mountain Reservoir, the three million gallon Fire Mountain Reservoir, and the three million gallon John Paul Steiger Reservoir. The existing public water system provides the necessary flow and pressure for the proposed private fire protection system.

Citywide water supply planning is completed via the 2015 Urban Water Management Plan (City of Oceanside 2016). The proposed project would be in compliance with the General Plan and Zoning code, and therefore water demand of the project has been already planned for in the City and Regional water supply documents that are based on the buildout of the City (see Section 5.9, Population and Housing). The City has also developed the Oceanside Water Conservation Master Plan (City of Oceanside 2015), with an update completed in 2015 that further ensures water availability to the City during drought years. Additionally, the project would include water conserving landscaping along with efficient irrigation design consistent with the City's water planning efforts.

The City primarily receives water from the San Diego County Water Authority (SDCWA). The SDCWA has developed a Water Shortage Contingency Plan (SDCWA 2017) as well that identifies ways in which the region can reduce water consumption during catastrophic events and in drought years. As part of the Water Shortage Contingency Plan, the Drought Ordinance established four drought stages of actions that can be taken to reduce water demand up to 40% or more. Because the occupants of the project would be a customer within the City's service area, the project would likely have to adhere to any extraordinary conservation measures imposed by the City.

Overall, water supply impacts would be **less than significant** considering the local and regional water supply planning efforts and the project's consistency with the assumptions utilized in those plans.

c) Would the project 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?

See answer to Section 5.13(a) and (b). The proposed project would be in compliance with the General Plan and Zoning code, and therefore wastewater demand of the project has been already planned for in the City's wastewater system plans that are based on the buildout of the City. The proposed project would not result in the need for additional capacity and would have a less-than-significant impact.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The project site would be provided solid waste disposal services by Waste Management as with the rest of the City. The solid waste collected from the City is now disposed of at the El Sobrante Landfill located in Corona, California. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with estimated remaining capacity of 145,530,000 tons and projected closure date of January 1, 2045 (CalRecycle 2018). The Greenhouse Gas Emissions Analysis prepared by Dudek (Appendix I) estimated that the proposed project would generate approximately 71.07 tons of solid waste per year from the residences and 32.73 tons per year from proposed commercial uses, which equates to approximately 0.28 tons of solid waste per day (Appendix I). This represents 0.00017% of the daily landfill capacity. Therefore, the El Sobrante Landfill has sufficient permitted capacity remaining to serve the proposed project. Additionally, the proposed project would participate in the City's recycling programs, which would further reduce solid waste sent to El Sobrante Landfill.

The City's goal is to achieve a 75 to 90% diversion/recycling rate by 2020 based on their Complete Zero Waste Plan (City of Oceanside 2012b). This plan includes a program for expanded residential and commercial composting, which the project would be consistent with. The project would also provide compost and recycling bins for residents and tenants in accordance with this plan. Demolition and construction waste would be recycled as feasible, also in accordance with this plan. As the project would not impair the attainment of solid waste reduction goals, project impacts would be **less than significant**.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would be in compliance with state policies like the California Solid Waste Reuse and Recycling Access Act of 1991 and Assembly Bill 341 (Solid Waste Diversion). Section 3.2.5, Project Design Features, includes recycling bins for residential and commercial tenants, as well as compost bins. Refer to Section 5.13(d) for additional details. Therefore, the proposed project would be consistent with regulations related to solid waste, and would have a **less-than-significant impact.**

5.13 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

The proposed project is not located within a state responsibility area or lands classified as very high fire hazard severity zones (VHFHSZ). The proposed project site is located approximately 1.5 miles southwest from a VHFHSZ (City of Oceanside 1975). As discussed in Section 5.5(f) and 5.11(d), the project would not conflict with the regional or city emergency response plans, and the site would have adequate emergency access. Refer to Section 5.5(f) and 4.5 for additional information. The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan and, therefore, would have a **less-than-significant impact**.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

See answer to Section 5.14(a). The proposed project site is located in a highly urbanized and developed area that's relatively flat, and is not located within or adjacent to a fire hazard severity zone. The site is located near the San Luis Rey River corridor that includes native vegetation that could experience a relatively small-scale wildfire risk. However, the project would not exacerbate that risk. The project would be in compliance with Fire Code and development would be adjacent to other existing developments away from this river corridor area. In addition, adequate emergency egress would be provided and the City and County has adequately planned for wildfire hazards (see Section 5.5(f)). The proposed project would not exacerbate wildfire risks, exposing occupants to pollutants and, therefore, would have a **less-than-significant impact**.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

See answer to Section 5.14(a). While the proposed project would require the installation of water sources and other underground utilities (see Section 5.13, Utilities and Service Systems), these would not exacerbate fire risks because the proposed project is not located with or adjacent to a fire hazard severity zone and these improvements would be constructed within an existing roadway and project site. The proposed project would not require the installation or maintenance of infrastructure which would exacerbate fire risk and, therefore, would have a **less-than-significant impact**.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

See answer to Section 5.14(a). The project is not located in a VHFHSZ and risk if wildfire is considered low in the nearby San Luis Rey River corridor due the relative size of the upland habitat area and location. Due to the site location uphill relative to the river corridor, the project would not be subject to downhill flooding or landslides resulting from a fire in the river corridor. The Geotechnical Report and response letter (Appendices E and F) also do not note any significant landslide risks based on the soil types. The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be **less than significant.**

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SOURCE: SANGIS 2017

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0 150 300 Feet

FIGURE 5-1

Key View Map

Alta Oceanside Project

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A. Existing Conditions

B. Proposed Project Conditions

SOURCE: Renderholic, 2019

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FIGURE 5-2

View from I-5 Off-Ramp

Alta Oceanside Project

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A. Existing Conditions

B. Proposed Project Conditions

SOURCE: Renderholic, 2019

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FIGURE 5-3

View from North Coast Highway

Alta Oceanside Project

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A. Existing Conditions

B. Proposed Project Conditions

SOURCE: Renderholic, 2019

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FIGURE 5-4

View from Breakwater Way

Alta Oceanside Project

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A. Existing Conditions

B. Proposed Project Conditions

SOURCE: Renderholic, 2019

FIGURE 5-5

View from San Luis Rey River Trail

Alta Oceanside Project

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SOURCE: Dudek, 2019

FIGURE 5-6
Massing Study
Alta Oceanside Project

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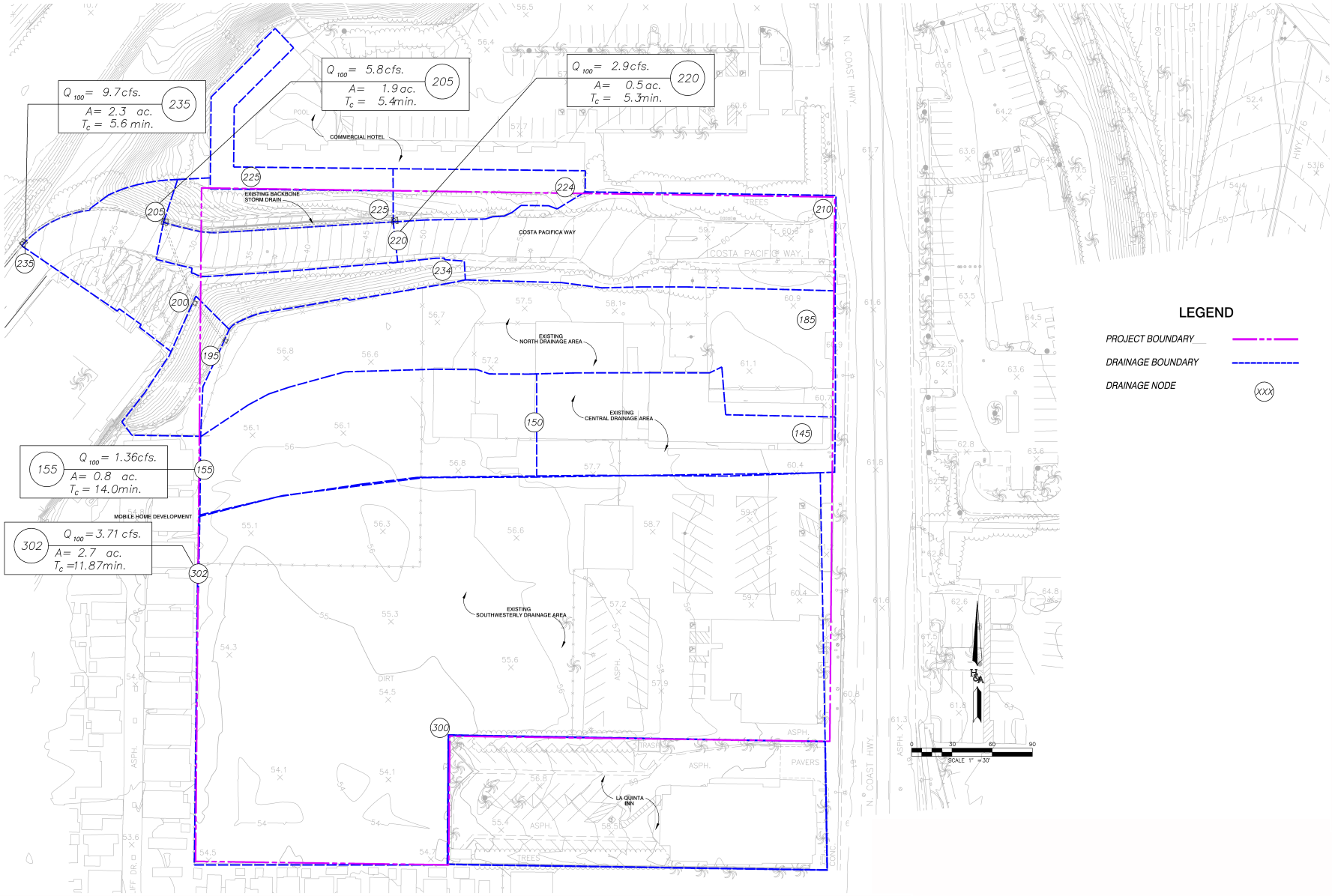

SOURCE: Hunsaker, 2019

FIGURE 5-7

Existing Drainage Areas

Alta Oceanside Project

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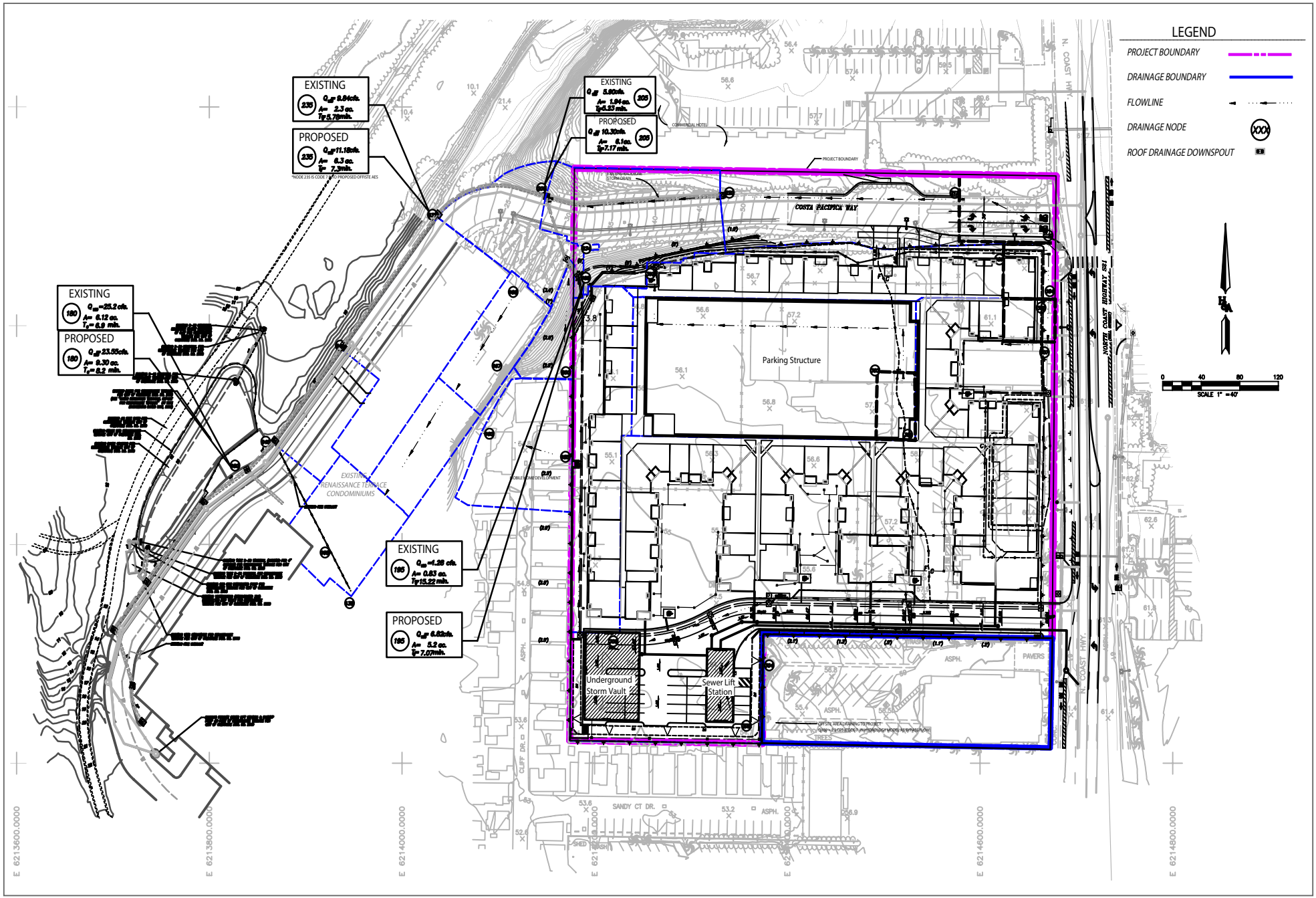

SOURCE: Hunsaker, 2019

FIGURE 5-8

Proposed Drainage Areas

Alta Oceanside Project

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CHAPTER 6
CUMULATIVE EFFECTS

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires an Environmental Impact Report (EIR) to analyze cumulative impacts. The purpose of this section of the EIR is to explain the methodology for the cumulative analyses and present the potential cumulative effects of the Alta Oceanside Project (proposed project).

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in an EIR. The discussion of cumulative impacts "need not provide as great detail as is provided for the effects attributable to the project alone," but instead is to be "be guided by standards of practicality and reasonableness." (Guidelines § 15130(b).) The discussion should also focus only on significant effects resulting from the project's incremental effects and the effects of other projects. According to Section 15130(a)(1), "an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."

Cumulative impacts can result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

6.2 METHODOLOGY

According to Section 15130(b)(1) of the CEQA Guidelines, a cumulative impact analysis may be conducted and presented by either of two methods:

(A) a list of past, present, and probable activities producing related or cumulative impacts; or

(B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Due to the differing nature of cumulative effects and the associated cumulative study areas for each environmental topic, the approach method utilized is discussed in each section below.

6.3 CUMULATIVE PROJECTS

Based on information provided by the City of Oceanside (City) and the cumulative projects used in the Traffic Impact Analysis prepared by Dudek (Appendix H), a list of cumulative projects under consideration for this analysis is presented in Table 6-1.

Table 6-1
Cumulative Projects

No.	Project Name	Location	Description	Status
1	Marriott Residence Inn	North Coast Highway north of Costa Pacifica Way	117-unit hotel with event space and restaurant.	Approved
2	Oceanside Beach Resort	Between North Pacific Street and North Meyers Street south of Pier View Way	2 resort hotels offering a total of 387 gets rooms and suites	Under construction
3	Block 5	Meyers Street between Civic Center Drive and Pier View Way	35-unit mixed use building with 1,602 square feet of commercial space	Approved
4	Block 20	Meyers Street between Pier View Way and Mission Avenue	29-unit mixed use building with 15,947 square feet of commercial space	Approved
5	Block 18 – Pierside South	Cleveland Street between Pier View Way and Mission Avenue	66-unit mixed use building with 9,875 square feet of commercial space	Construction Complete
6	Block 19 – Pierside North	Cleveland Street between Mission Avenue and Seagaze Drive	101-unit mixed use building with 12,138 square feet of commercial space	Construction Complete
7	Coast Highway Starbucks	North Coast Highway south of Windward Way	Drive thru coffee use and two additional commercial suites	Approved
8	Lot 23	Cleveland Street, between Mission and Civic Center Drive	10,000 square feet of commercial space, 52 residential units, and parking	Under Construction
9	Belvedere Hotel & Residence	Mission Avenue east of North Clementine Street	120-unit hotel and 90 live-work units with 8,000 square feet of commercial space	Approved

6.4 CUMULATIVE IMPACT ANALYSIS

6.4.1 Aesthetics

Projects contributing to cumulative visual effects include those within the project viewshed. The viewshed encompasses the area within which the viewer is most likely to observe the proposed project and surrounding uses. Therefore, the project viewshed is the geographic extent for the analysis of cumulative impacts to visual resources and aesthetics. Of the surrounding projects currently proposed, only the Marriott Residence Inn is within the same viewshed. Thus, the analysis below focuses on combined changes resulting from the project and the Marriott Residence Inn.

As discussed in Section 5.1, Aesthetics, the proposed project would not substantially impact a scenic vista. Visual resources are identified in Table 5-1, Visual Open Space. Of the visual resources listed, only the San Luis Rey River view is designated as a scenic resource within the project viewshed. Although the proposed project would not result in an impact to these scenic vistas, the proposed project could combine with other projects to result in a cumulative impact. Of the cumulative projects listed in Table 6-1 only the Marriott Residence Inn is within the same viewshed as the proposed project and within the viewshed of the San Luis Rey River. The project in combination with the Marriott Residence Inn would alter the view from the San Luis Rey River Trail to the southeast, but would not significantly alter the scenic value of the river corridor considering both these sites are presently developed along with the adjacent Seacliff condominiums site. As such, the project would have a **less than significant cumulative impact** to scenic vistas.

Interstate 5 (I-5) and State Route 76 (SR-76) are eligible but not designated as State Scenic Highways. The project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Both the proposed project and the approved Marriott Residence Inn are located on previously disturbed land with older buildings and typical ornamental landscaping which do not include any scenic resources visible from the highway locations or otherwise. Therefore, the proposed project would not combine with other projects to result in significant cumulative impacts associated with scenic resources within a scenic highway. As such, the project would have a **less than significant cumulative impact** to State Scenic Highways.

Section 5.1 demonstrates the proposed project is consistent with the applicable regulations, plans and policies regarding scenic quality. The proposed project is designed to meet the intent and requirements of both the Downtown District (DT) zone and modifications allowed under the Density Bonus provisions. The approved Marriott Residence Inn was found to be consistent with applicable regulations, plans, and policies as well. Therefore, the proposed project would not combine with other projects to result in significant cumulative impacts associated with applicable zoning and regulations governing scenic quality. As such, the project would have a **less than significant cumulative impact** to scenic quality.

The project is in a built-up area where night lighting is a common feature. Light sources in the area include street lights, building lighting, security lighting, and sidewalk lighting. Section 5.1 describes the lighting proposed with the project which would not substantially affect day or nighttime views. Both the proposed project and the approved Marriott Residence Inn would be required to comply with Chapter 39 of the City Municipal Code, Light Pollution Regulations, which provides requirements to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research. (City of Oceanside 2018). Therefore, the proposed project would not combine with other projects to result in significant cumulative impacts associated with lighting. As such, the project would have a **less than significant cumulative impact** related to lighting.

The project as well as the adjacent developments in the viewshed would be required to comply with the Chapter 39 of the City Municipal Code, Light Pollution Regulations such structures would not create a new source of substantial glare. Therefore, the proposed project would not combine with other cumulative projects or existing development to result in significant glare. As such, the project would have a **less than significant cumulative impact** to glare.

Overall, the proposed project would have a **less than significant** cumulative impact on aesthetics.

6.4.2 Agricultural and Forestry Resources

The proposed project site does not include and is not adjacent to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the State Farmland Mapping and Monitoring Program, the site is designated as Urban and Built-Up Land (DOC 2018). In addition, the site is not subject to Williamson Act contract. The project site does not contain any timber or forest resources, and does not meet the criteria for forest land or timberland. As no agricultural farmland or forest land resources are located on or in the vicinity of the site, and the project would not 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. As the project site and surrounding area do not include nor are adjacent to farmland or forest resources and are zoned for urban uses, it would not combine with other projects to result in significant impacts associated agriculture and forestry resources. Cumulative impacts would be **less than significant**.

6.4.3 Air Quality

Air pollution is largely a cumulative impact, which is measured cumulatively by air basin. The project is located in the San Diego Air Basin (SDAB), and the San Diego Air Basin is considered the cumulative air quality study area. The SDAB is cumulatively in federal (National Ambient Air Quality Standards; NAAQS) nonattainment area for O_3, as well as a state (CAAQS) nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The 2016 Regional Air Quality Strategy (RAQS) and state implementation plan (SIP) have been accordingly developed to reduce these emissions. These plans address measures for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. As described in Section 5.3, the project would have a less-than-significant impact for short-term construction and long-term operations. As such, the project would have a **less than significant** cumulative impact.

Additionally, for the basin, the RAQS serves as the long-term regional air quality planning document for the purpose of assessing cumulative operational emissions in the basin to ensure the SDAB continues to make progress toward NAAQS- and California Ambient Air Quality

Standards (CAAQS)-attainment status. As such, cumulative projects located in the San Diego region would have the potential to result in a cumulative impact to air quality if, in combination, they would conflict with or obstruct implementation of the RAQS. Similarly, individual projects that are inconsistent with the regional planning documents upon which the RAQS is based would have the potential to result in cumulative operational impacts if they represent development and population increases beyond regional projections. As detailed in Section 5.3, the project would be consistent with the RAQS. As a result, the project would not result in a cumulatively considerable contribution to regional O_3 concentrations or other criteria pollutant emissions. Cumulative impacts would be **less than significant**.

As discussed in Section 4.7.4, Impacts Analysis, the project would have potential impacts related to construction-generated cancer risk (**Impact AQ-1)** and operations **(Impact AQ-2)**. The project would include **MM-AQ-1**, **MM-AQ-2a** and **MM-AQ-2b** to reduce these potential impacts to below a level of significance. The nearest cumulative project construction activity would be the Marriott Residence Inn, located immediately north of the project site. It is presumed that all reasonably foreseeable cumulative projects would be required to conform to existing regulations with respect to avoidance, minimization, and mitigation of air quality impacts during construction, similar to the project. As diesel particulate matter and other air quality pollutant emissions from construction vehicles at this cumulative project site are temporary and localized, cumulative impacts would be **less than significant**.

6.4.4 Biological Resources

Cumulative impacts consider the potential regional effects of a project and how a project may affect an ecosystem or one of its members beyond the project limits and on a regional scale. The cumulative biological study area consists of the coastal area of the North County Multiple Species Conservation Plan (MSCP) (City of Oceanside 2010), as it represents the regional area with similar habitats and species as the project site.

As discussed in Section 4.1.1, Existing Conditions, no special-status plant or wildlife species have a high or moderate potential of occurrence and therefore are not expected to occur on the project site. In addition, the site does not include jurisdictional habitats. The project would also avoid indirect impacts to native habitats through compliance with City's standard measures and other regulations. The project would have potential direct impacts related to nesting birds (**Impact BIO-1**), raptor foraging (**Impact BIO-2**), indirect impacts to nesting birds (**Impact BIO-3**) and sensitive non-native grassland habitat (**Impact BIO-4**). The project would include **MM-BIO-1** and **MM-BIO-2** to reduce these potential impacts to below a level of significance in compliance with the Migratory Bird Treaty Act (MBTA), MSCP and Oceanside Subarea Plan.

The proposed project's contribution to cumulative impacts would be related to nesting birds and non-native grassland in combination with other projects impacts to these resources within the City would not be cumulatively considerable with the incorporation of measures required by the MSCP, Oceanside Subarea Plan, and other applicable regulations (see Section 4.1.2). Like the project, all reasonably foreseeable cumulative projects within this area would also be required to conform to existing regulations with respect to avoidance, minimization, and mitigation of impacts to sensitive habitat, achieving no-net-loss of wetlands and like/kind replacement for impacts to sensitive habitat that cannot be avoided. In conclusion, the proposed project's contribution to cumulative impacts to biological resources would be **less than significant**.

6.4.5 Cultural Resources

6.4.5.1 Historic Resources

Considering the historical uses of the site are limited to local relevance and do not rise to the regional level, the historic resources cumulative study area is limited to the City. As discussed in Section 4.2.1.3, record searches determined that there are no historical resources found within the project site pursuant of CEQA Section 15064.2 nor the City's Historical Preservation Ordinance. The project would not contribute to a cumulative significant historical resources impact. Therefore, the project would have **no cumulative impact** to historic resources**.**

6.4.5.2 Archaeological Resources

Cumulative development may potentially impact archaeological resources as a result of projects within the City and in nearby areas. The cumulative study area is coastal San Diego County within the Luiseño and Kumeyaay Native American traditional cultural boundaries.

The project site contains one, isolate prehistoric flaked stone tool. There is the potential to discover more surface or subsurface artifacts during ground-disturbing activities. As indicated in Section 4.2.4, there is potential for the project to result in impacts to unknown significant subsurface archaeological resources based on the isolate located on-site and general archaeological sensitivity of the area. The project would implement **MM-CUL-1** to reduce potentially significant impacts to archaeological resources to below a level of significance. Identification of cultural resources within the APE and mitigation of potentially significant adverse impacts would be handled on a project-by-project basis. It is presumed that all reasonably foreseeable cumulative projects would be required to conform to existing regulations with respect to avoidance, minimization, and mitigation of impacts similar to the project. Therefore, impacts would be assessed and mitigated pursuant to CEQA, and those projects within the City's jurisdiction would be reviewed by the City's project review and approval process. Consistent with CEQA and other applicable laws, monitoring programs would be required of all cumulative projects with potential to impact archaeological resources. Overall, the project's contribution to the cumulative loss of archaeological resources would be **less than significant**.

6.4.5.3 Human Remains

Cumulative projects located in a region would have the potential to result in impacts associated with human remains due to grading, excavation or other ground-disturbing activities. All cumulative projects are assumed to comply with Section 7050.5 of the California Health and Safety Code, and California Public Resources Code, Section 5097.98 that require proper treatment of human remains. As discussed in Section 4.2.4, the project is not known to have human remains and, based on records search, is not expected to contain human remains. The project would also comply with the aforementioned regulations addressing inadvertent human remain finds. As no impact to human remains is expected to occur as a result of the project, the project would have **no cumulative impact** contribution towards a cumulative human remains impact.

6.4.6 Energy

Potential cumulative impacts on energy would result if the proposed project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy. This could result from development that would not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation. The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact. Projects that would mostly include construction, such as transportation infrastructure, could also contribute to a cumulative impact; however, the impact of these projects would be limited because they would typically not involve substantial ongoing energy use.

The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. Natural gas is not anticipated to be required during construction of the project. Any minor amounts of natural gas that may be consumed as a result of proposed project construction would be temporary and negligible and would not be wasteful, inefficient, or unnecessary or have an adverse effect.

As described in Section 5.4, the proposed project would not involve wasteful, inefficient, or unnecessary use of energy and would be consistent with Title 24. The California Emissions Estimator Model (CalEEMod) estimated that the project would consume 2,635,110 kWh of electricity annually. Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with one year of project operation is approximately 0.40% of the City's use. Overall, the project would not result in excessive electricity usage and would not contribute to a cumulative sensitive energy use impact. It is also noted that cumulative projects would be subject to Title 24 and California Green Building (CALGreen) requirements similar to

the project, which includes energy efficiency standards to minimize the wasteful and inefficient use of energy. In consideration of cumulative energy use, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the proposed project would not contribute to a cumulative impact to the wasteful or inefficient use of energy. As such, the proposed project would have a **less than significant** cumulative impact.

6.4.7 Geology and Soils

Due to the nature of geology and soils, geologic and soils impacts are limited to a localized area. The cumulative geologic study area would be limited to the project site and immediately surrounding properties. The adjacent Rodeway Inn property is proposed to be redeveloped with hotel uses via the Marriott Residence Inn project, however, no geologic impacts are anticipated considering both the proposed project, surrounding project are required to comply with the CBC and other regulations (see Section 4.3.2, Regulatory Setting). Cumulative geology and soil impacts would be **less than significant**.

The project would result in potentially significant direct impacts to paleontological resources, as the site contains old Paralic Deposits formations with a high paleontological sensitivity. As discussed in Section 4.3.1.3, old Paralic Deposits formation occurs in other areas within the City of Oceanside, San Luis Rey River corridor and northern San Diego County. Similar to the project, projects within San Diego County are subject to a CEQA Statutes and Guidelines and would be required to reduce significant impacts to this formation to a less than significant level. The proposed project **MM-GEO-1** would minimize impacts to a less-than-significant level and would preserve the information provided by paleontological finds. Projects in the County with potential impacts to this formation, such as the Adjacent Marriott Inn & Suites project, would be subject to a similar mitigation to reduce potential impacts. Overall, the proposed project contribution towards a cumulative impact would be **less than significant**.

6.4.8 Greenhouse Gas Emissions

Due to the global nature of the assessment of greenhouse gas (GHG) emissions and the effects of global climate change, impacts can currently only be analyzed from a cumulative impact context; therefore, this EIR's analysis in Section 5.5, Greenhouse Gas Emissions, includes the assessment of both project and cumulative impacts. Under CEQA, a project would have a significant cumulative impact caused by the combined impact of past, present, and probable future projects if its incremental impact represents a "cumulatively considerable" contribution to such cumulative impacts (14 CCR 15064(h)).

Construction of the project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. However, GHG emissions generated during construction of the project would

be short-term in nature, lasting only for the duration of the construction period (26 months), and would not represent a long-term source of GHG emissions. Therefore, cumulative impacts would be **less than significant.**

The project would generate operational GHG emissions from area sources (landscape maintenance equipment), energy sources (natural gas and electricity consumption), mobile sources (vehicle trips), water supply and wastewater treatment, and solid waste. However, based on the service population (SP) of 891 people, the project would result in GHG emissions of approximately 2.97 MT CO_2e/SP/yr. Thus, the project's estimated GHG emissions would not exceed the 3.6 MT CO_2e/SP/yr and the project's GHG emissions would have a **less than significant** cumulative impact

The project was shown to be consistent with San Diego Association of Governments' (SANDAG) Regional Plan (SANDAG 2015), the City of Oceanside General Plan, and the goals of Senate Bill 32 and Executive Order S-3-05. Therefore, the project would not conflict with an applicable plan adopted for the purpose of reducing GHG emissions, and plan consistency impacts would have a **less than significant** cumulative impact

6.4.9 Hazards and Hazardous Materials

Cumulative impacts related to hazards and hazardous materials would result from projects that combine to increase exposure to hazards and hazardous materials. Therefore, the geographic context considered for potential cumulative impacts related to hazards and hazardous materials is localized and limited to the immediate surrounding area. As shown in Table 6-1, only the Marriott Residence Inn is adjacent to or in close proximity to the project site.

During construction of the proposed project, there is potential for release of hazardous materials related to storage, transport, use, and disposal from construction debris, landscaping, and commercial products. However, the proposed project would be required to adhere to federal, state, and local laws, such as California's Occupational Safety and Health Administration (CalOSHA) requirements, Hazardous Waste Control Act, California Accidental Release Prevention (CalARP), and the California Health and Safety Code, which regulate the management and use of hazardous materials, which are intended to minimize risk to public health associated with hazardous materials. The proposed project proposes residential and commercial development, which is not typically considered a source of substantial hazardous materials. See Section 5.6, Hazards and Hazardous Materials, for additional details.

Cumulative projects would be required to remediate any hazardous conditions that could combine with the less than significant hazardous material impacts of the project. Specifically, the Marriott Residence Inn would also be subject to federal, state, and local regulations that avoid significant impacts related to hazardous materials (City of Oceanside 2010a). Therefore, the proposed project combined with the cumulative projects provided in Table 6-1 would result in a **less than significant** cumulative impact related to hazards and hazardous materials.

As discussed in Section 5.6, the adopted emergency plans applicable to the project area consists of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2018a) the San Diego County Emergency Operations Plan (County of San Diego 2018b) and the City of Oceanside Emergency Plan (Oceanside Fire Department 2009). In addition, the City has developed a tsunami evacuation map (City of Oceanside n.d.). The project would not impede on implementation of these plans, nor cumulatively combine with other proposed developments in a manner that would affect the implementation of these plans. Thus, the project would have **less than significant** impacts related to impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

According to the California Department of Forestry and Fire Protection's (CAL FIRE's) Very High Fire Hazard Severity Zones (VHFHSZ) in LRA (Local Responsibility Area) map, the project site is not located within or adjacent to a VHFHSZ (CAL FIRE 2009). The project site is located within an urbanized and developed area of the City. The project site does not contain and is not adjacent to wildlands where there is risk for wildfire. The project would not combine within any cumulative projects in a manner that would increase potential wildfire exposure. Therefore, cumulative impacts would be **less than significant**.

6.4.10 Hydrology and Water Quality

As described in Section 5.7, the project is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Sub-Area (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). The cumulative study area for hydrology and water quality is the Mission Hydrologic Sub-Area.

Considering the downstream waters are impaired by the listed pollutants and the proposed project potential pollutants, the potential cumulative pollutants of concern are sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides (Section 5.7). As detailed in Section 5.7, the project would reduce its pollutant contribution towards these downstream waters in compliance with local, state, and federal regulations. Cumulative projects would similarly be required to comply with these requirements, and would also be required to provide a Stormwater Quality Management Plan for operations and Stormwater Pollution Prevention Plan for construction. Therefore, the proposed project would result in a **less than significant** contribution towards cumulative water quality impacts.

The proposed project would not use groundwater during construction or operation. Thus, the project would not contribute to any cumulative groundwater impacts and would have **no cumulative impact** related to groundwater.

During construction, the project has potential to result in exposed soils or changes in runoff that could result in erosion or siltation. This potential impact would be avoided through the implementation of best management practices (BMPs) during construction, as detailed in Section 5.7 and Appendix L. During operations of the project, the site surfaces would be covered by pavement or landscaping with a drainage system designed to adequately convey runoff to the stormwater system. All surface runoff would be controlled in a manner to avoid erosion and sedimentation in accordance with regulations (see Section 5.7). It is noted that cumulative projects would also be subject to federal, state, and local regulations concerning runoff flows and stormwater quality. In conclusion, the project would have a **less than significant** contribution towards cumulative erosion and sedimentation impacts to the watershed.

6.4.11 Land Use and Planning

Although land use and planning impacts tend to be localized, and specific impacts are tied either directly or indirectly to specific action, the proposed project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts, such as reducing available open space or to accommodate increased growth that may result in more intensive land uses. Therefore, the geographic context for cumulative analysis is the policy area, which in this case is the City.

The proposed project and related cumulative projects in the immediate vicinity are subject to the goals and policies of the City's General Plan and other planning documents, as applicable. The proposed project, in combination with other related cumulative projects, would not disrupt or divide the existing community, as stated in Section 5.8, Land Use and Planning.

Prior to approval, the proposed project, and all related cumulative projects, must be found consistent with the City's General Plan and other applicable City planning documents (see Section 5.8). The cumulative projects requiring General Plan Amendments also would require approval by the City. Consistency with the City's applicable General Plan policies (and any other applicable planning documents) would ensure compliance and orderly development of the proposed project and other related cumulative projects. Therefore, the proposed project would not contribute to a cumulatively considerable impact concerning conflicts with applicable plans, policies, and regulations. Cumulative project impacts related to land use and planning would be **less than significant.**

6.4.12 Mineral Resources

As described in Section 5.9, Mineral Resources, the proposed project is not within a designated mineral resource area (City of Oceanside 1989; Public Resources Code, Sections 2710–2796). Thus, the proposed project would have no impact on known mineral resources of value and would not result in the loss of availability of locally-important mineral resource recovery sites.

Therefore, the proposed project would not contribute to a cumulatively considerable impact concerning mineral resources. The project would have **no cumulative impact** to mineral resources.

6.4.13 Noise

The geographic context for cumulative construction and stationary noise analysis would be areas immediately surrounding the project site, because construction and operational noise primarily affects areas in the vicinity of the project site. As such, only the Marriott Residence Inn has potential to cumulatively combine construction and operational stationary noise impacts with the project. Cumulative roadway noise impacts are discussed in Section 4.4, as the traffic noise analysis was completed based on General Plan buildout year 2035 conditions.

6.4.13.1 Construction

Project site construction activity (e.g., site prep near the northwest corner) could be as close as 25 feet to the nearest Seacliff condominiums façade. The nearest Marriott Residence Inn construction activity would be a minimum of approximately 125 feet away from the Seacliff condominiums. Assuming for purposes of this analysis that the construction activities for the proposed project and the Marriott Residence Inn are similar and thus have essentially comparable noise emission levels, due to the greater distance of the Marriott Residence Inn from the receiver, the Marriott Residence Inn construction activities would result in a less than 3 dB contribution to concurrent project construction noise levels and that change would not be perceivable by the human ear.[1] As such, the proposed project would have a direct construction noise impact to adjacent residences as identified in Section 4.4, but would result in a **less than significant cumulative construction noise impact**.

6.4.13.2 Operations

As operational stationary noise is measured at the property line of receiving locations and is based on on-site noise generation only, operational stationary noise impacts would not be cumulative in nature.

As detailed in Section 4.4, the proposed project's traffic-related impacts would result in a three dB or less increase (rounded to whole numbers) along area roadways. Therefore, the

1 This logarithmic combination of the two construction noise levels at these different distances can be expressed as follows:

Lcons - 20*LOG(25) = Lcons – 28 dB at the Seacliff façade; and
LMRI - 20*LOG(125) = LMRI – 42 dB at the Seacliff façade,
Lcons is the proposed project aggregate construction noise source level, and LMRI is the aggregate construction noise source level associated with the Marriott Residence Inn. The values in parentheses are the distances between each of these two concurrent projects and the common nearest Seacliff receptor position. Per acoustical principles, if Lcons and LMRI are the same, then the resulting 14 dB lower sound level of the Marriott Residence Inn construction noise at the Seacliff façade will make its contribution not cumulatively considerable.

increase in noise associated with cumulative traffic or operational on-site noise would not be cumulatively considerable and would be **less than significant**.

6.4.14 Population and Housing

The geographic context for the analysis of cumulative impacts associated with population and housing consists of the City, which is consistent with how population is addressed and planned for via the City of Oceanside General Plan and Regional Housing Needs Assessments (RHNA).

As discussed in Section 5.10, the project would potentially generate an additional 866 residents within the City. This contribution towards City growth would be consistent with the SANDAG growth projections, as well as the City's in RHNA goals. The surrounding area is also identified for redevelopment per the General Plan and Coast Highway Vision and Strategic Plan, including the proposed Marriott Residence Inn. In addition, the proposed utility and infrastructure improvements associated with the project would not induce additional growth beyond what has been planned for. Overall, the proposed project would not induce substantial unplanned population growth in the City, and would have a **less than significant cumulative** impact.

6.4.15 Public Services

The geographic context for the analysis of cumulative impacts associated with public services consists of the City, because fire protection, police protection, recreation, and other public services are provided by the City, and school services are provided by OUSD within the City.

As described in Sections 6.4.14 and 5.11, the intensity of development proposed by the project is consistent with and therefore contemplated by the General Plan and the growth projections utilized to plan for future public service needs. As disclosed in Section 5.11, Public Services, there are various public service facility improvements that are planned within the City; however such improvements have been planned independently of the project and will proceed independent of the project. The City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that provides funding for future public service improvements via the City's capital improvement program. This program is intended to address the incremental increase in demand for public services such as police, fire and recreation generated by new development. Specifically, Municipal Code Section 32C.4 states "[t]he purpose of this chapter is to insure that the quality of life of all residents is protected as new development occurs, and that the ability of the city to provide public facilities for the benefit of the city as a whole exists." While the proposed project would contribute to the cumulative demand for public services as contemplated by the General Plan, the project would provide for developer impact fees intended to offset this demand, and would not significantly contribute to the cumulative demand for additional facilities or facility improvements that would lead to significant physical environmental effects. The CEQA Guidelines specifically recognize that requiring a project to implement or fund its fair share of a measure designed to mitigate a cumulative impact is an effective way to address the project's contribution to the impact. 14 Cal Code Regs §15130(a)(3).

Therefore, the proposed project would not result in a cumulatively considerable impact to public services, and impacts would be **less than significant**.

6.4.16 Recreation

The geographic context for the analysis of cumulative impacts associated with recreation consists of the City, because recreational facilities are provided by the City. The proposed project would contribute a direct permanent increase to the population of the City and increase the demand for recreational areas. Therefore, the proposed project would contribute to an increase the use of existing nearby parks and recreational trails. However, the proposed project would provide a minimum of 200 square-feet of usable open space on site per residential unit in compliance with this City code. The project would also provide payment of park fees, as applicable (City of Oceanside 2019). Therefore, the proposed project would not result in the deterioration of existing neighborhood or regional parks because park and open space, meeting what is required by the City, would be provided by the proposed project. Because other residential projects would be subject to these same fees, impacts would not be cumulatively considerable. The project's cumulative impact to recreation would be **less than significant**

6.4.17 Transportation

A cumulative traffic impact analysis was conducted for the proposed project as part of the Traffic Impact Study (TIA) prepared by Dudek included as Appendix H to this EIR. Refer to Section 4.5 for full analysis regarding the cumulative Buildout Year (2035) plus Project scenarios. In summary, the project would result in two significant cumulative impacts to roadway segments; North Coast Highway, Costa Pacifica Way to SR-76, and North Coast Highway, Harbor Drive to Costa Pacifica Way. All other cumulative transportation impacts of the project would be less than significant. To mitigate these impacts, widening of the roadway segments beyond the existing Collector Road designation to a Secondary Collector would be required. As discussed further in Section 4.5.6, such widening mitigation is not feasible due to a variety of factors. Thus, MM-TRF-1 and MM-TRF-2 are proposed as potentially feasible mitigation measures. Although the magnitude of the reduction is not quantifiable, the TIA's analysis demonstrates that the improvements would reduce the project impact to these segments consistent with the General Plan Circulation Element mitigation measure policy. These measures include median and other traffic flow improvements. However, as the improvements would not increase the capacity of the roadway segments, these impacts would remain **significant** after mitigation per the City's significance criteria.

As mentioned above and detailed in Section 4.5.4, the project would be consistent with plans and guidelines related to transportation. Thus, the project would not contribute to a cumulative transportation impact related to plan or policy inconsistency and cumulative impacts would be **less than significant**.

The proposed transportation improvements included in the project would also not result in a geometric design feature that would pose as a hazard. As detailed in Section 4.5.4, the project improvements as well as MM-TRF-1 and MM-TRF-2 are intended to improve traffic flow and safety. Thus, the project would not contribute to a cumulative transportation impact related to geometric design hazards and cumulative impacts would be **less than significant**.

6.4.18 Tribal Cultural Resources

A cumulative impact, in terms of tribal cultural resources, refers to the mounting aggregate effect upon tribal cultural resources due to modern or recent historic land use, such as residential development, and natural processes, such as erosion, that result from acts of man. The issue that must be explored in a cumulative impact analysis is the aggregate loss of tribal cultural resources, including impacts to Traditional Cultural Places.

Historic Resources

No significant historic tribal resources have been identified on the site or are expected to occur. Thus, the Project would have a **less than significant** cumulative impact related to historic tribal resources.

Tribal Cultural Resource

Cumulative projects located in the region would have the potential to result in a cumulative impact associated with the loss of tribal cultural resources through development activities that could cause a substantial adverse change in the significance of a tribal resource. Cumulative projects that involve ground-disturbing activities within previously undisturbed soils would have the potential to result in significant impacts to tribal resources. However, these projects would be regulated by applicable federal, state, and local regulations. The loss of tribal cultural resources on a regional level may be adequately mitigated through the data recovery and collection methods specified in these regulations, as their value may also lie in cultural mores and religious beliefs of applicable groups. Therefore, given that all applicable regulations are adhered to, the cumulative destruction of significant tribal cultural resources from planned construction and development projects within the region would have a **less than significant** cumulative impact.

6.4.19 Utilities and Service Systems

The geographic context for the analysis of cumulative impacts associated with utilities and service systems consists of the City, because the City would provide utilities to the proposed project.

The cumulative projects would result in an increase in water and sewer service demand. Title 24 building requirements that include substantially more efficient fittings for water, which would reduce the demand generated by new development within the City. As the development proposed in the area consists of redevelopment, the change in demand would be reduced considering the increase in efficiencies. As detailed in Section 5.13, the project would not lead to the need for

improved sewer and water facilities beyond those improvements already included in the project. In addition, all future projects would be required to complete similar sewer and water service studies to evaluate impacts to facilities and would be required to provide improvements. As such, the project contribution towards cumulative utility impacts would be **less than significant**.

Citywide water supply planning is completed via the 2015 Urban Water Management Plan (UWMP) (City of Oceanside 2016). The proposed project would be in compliance with the General Plan and Zoning code, and therefore water demand of the project has been already planned for in the City and Regional water supply documents that are based on the buildout of the City. The proposed project would also be subject to the City's water conservation measures and Water Shortage Contingency Plan in the event of a severe drought. While the proposed project would result in an increase in water demand compared to the existing land uses and what was assumed in the 2015 UWMP, the City has sufficient water supplies from available entitlements and resources to serve the proposed project in addition to planned cumulative General Plan buildout growth. Therefore, cumulative impacts related to water demand would be **less than significant**.

The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with estimated remaining capacity of 145,530,000 tons and projected closure date of January 1, 2045 (CalRecycle 2018). The proposed project would generate approximately 0.28 tons of solid waste per day (Appendix I) and would comply with City's Complete Zero Waste Plan (City of Oceanside 2012). Considering the project's minimal contribution towards cumulative waste demands and the city-wide implementation of their waste reduction plan, the proposed project would not contribute significant amounts of solid waste, which would result in the exceedance of landfill capacity; therefore, cumulative landfill impacts would be **less than significant**.

6.4.20 Wildfire

Refer to Section 6.4.9 for information regarding consistency with adopted emergency and evacuation plans.

Considering the existing urbanization and associated physical barriers preventing the spread of wildfire in the area, the cumulative wildfire study area is limited to the localized area west of I-5. This cumulative study area is not located within a state responsibility area (SRA) or lands classified as VHFHSZ. The majority of this study area is urbanized and is not anticipated to be subject to a high wildfire risk. The project would be in compliance with California Fire Code and the City of Oceanside Municipal Code (see Section 5.6) and cumulative projects, such as the adjacent Marriott Residence Inn, would also be required to comply with such regulations. Cumulatively, the proposed project in combination with cumulative projects would not contribute to an exacerbation of wildfire risks or exposure to significant risks as a result of wildland fires. As such, the project's cumulative impacts related to wildfire would be **less than significant**.

CHAPTER 7
OTHER CEQA CONSIDERATIONS

This chapter includes the following other considerations that are required in an Environmental Impact Report (EIR):

- Growth inducement (Section 7.1)
- Significant and irreversible environmental effects (Section 7.2)
- Significant and unavoidable environmental impacts (Section 7.3)

7.1 Growth Inducement

Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines mandates that the growth-inducing nature of the proposed Alta Oceanside Project (project) be discussed. This CEQA Guideline states the growth-inducing analysis is intended to address the potential for a project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Further, the CEQA Appendix G Checklist (Population and Housing) also mandates that a CEQA document speak to a proposed project's likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure).

A project may be distinguished as either facilitating planned growth or inducing unplanned growth. Facilitating growth is relating to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing growth is related to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. This section contains a discussion of the growth-inducing factors related to the proposed project as defined under CEQA Guidelines Section 15126.2(e). A project is defined as growth inducing when it directly or indirectly does any of the following:

1. Fosters population growth
2. Fosters economic growth
3. Includes the construction of additional housing in the surrounding environment
4. Removes obstacles to population growth
5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
6. Encourages or facilitates other activities that could significantly affect the environments, either individually or cumulatively

Pursuant to CEQA Guidelines Section 15126.2(e), it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Refer to Section 5.9, Population and Housing, of this EIR for a full discussion of potential growth inducing impacts. As discussed in Section 5.9, the proposed project would directly facilitate growth through development of commercial land uses and 309 residential units, which would introduce new residents and jobs to or relocate residents and jobs within the area. The project's service population is based on City of Oceanside's Housing Element, which estimates an average household size of 2.8 per dwelling unit (City of Oceanside 2013) and information from the applicant, which states that the project would employ 25 persons. The project's service population, defined as the number of residents plus the number of jobs supported by the project, is 891 people. Construction of the proposed project would generate an economic stimulus from activities such as the use of building materials, employment of construction workers, the operation of the proposed project's commercial, and the introduction of new or relocated consumer demand in the area. The proposed project would not introduce a population beyond what is planned for the City and the region. The proposed project's contribution towards growth is consistent within the SANDAG (2017) growth projections, as well as the City's RHNA goals. The proposed project would construct additional housing and commercial development at the project site, but that growth is authorized by the City's General Plan and Zoning Code and applicable laws such as the State's Density Bonus provisions. In-fill development at the project site and in the surrounding area are specifically identified for redevelopment per the General Plan and Coast Highway Vision and Strategic Plan, The project would not lead to indirect growth, as the project would not provide for additional infrastructure improvements that would allow for additional unplanned growth in the area. The project does not remove obstacles to growth by extending infrastructure to new areas, nor does would it result in significant adverse environmental impacts beyond those analyzed in this EIR due to the expansion of infrastructure such as water supply facilities, wastewater treatment plants, roads or freeways. The project would upgrade an approximately 230-foot segment of the existing 8-inch sewer main in North Coast Highway to a 12-inch sewer main, however this segment of upgrade would only be to the proposed project connection point and would only be upgraded to serve the project. This t. Therefore, the proposed project would not be considered growth inducing.

7.2 Significant Irreversible Effects

CEQA Guidelines Section 15126.2(d) requires that an EIR identify any significant irreversible environmental changes associated with a proposed project. That section describes irreversible effects as:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

Per Section 15127, irreversible changes are only required to be addressed in EIRs when connected with the adoption amendment of a local plan, policy or ordinance; adoption by a local agency formation commission of a resolution making determinations, or when the project is subject to National Environmental Policy Act and requires and Environmental Impact Statement. This project does not involve any of those activities and as such this analysis is not required and is appropriately not provided herein.

7.3 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(b) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level. Chapter 5, Effects Found Not To Be Significant, analyzes and discusses the CEQA topic areas where the project will not have a significant impact. Chapter 4, Environmental Analysis, of this EIR describes the potential environmental impacts of the proposed project, and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, implementation of the proposed project would result in potentially significant impacts to biological resources, cultural resources, geology and soils, noise, transportation, tribal cultural resources and air quality before mitigation. These impacts would be reduced to below a level of significance through mitigation with the exception of transportation. Transportation impacts would be significant and unavoidable. Refer to Section 4.5, Transportation, for additional details.

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CHAPTER 8
ALTERNATIVES

8.1 Scope and Purpose

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) "describe a range of reasonable alternatives to the proposed project, or to the location of the project, that would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant environmental effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(a) also provides that an EIR need not consider every conceivable alternative to a project. Instead, the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (California Public Resources Code, Section 21002.1), the purpose of an EIR's alternatives discussion is to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if the alternatives would impede to some degree the attainment of the project's objectives or be more costly.

However, an EIR need not consider alternatives that are infeasible. There also is no ironclad rule governing the nature or scope of the alternatives to be discussed in an EIR, other than the "rule of reason." The "rule of reason" governing the range of alternatives specifies that an EIR should only discuss those alternatives necessary to foster meaningful public participation and informed decision making.

The CEQA Guidelines require the EIR to analyze a "No Project" Alternative. CEQA also requires that an EIR identify the environmentally superior alternative from among the evaluated alternatives. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives (14 CCR 15126.6(e)(2)).

The Alta Oceanside Project (proposed project) would result in two significant and unavoidable transportation impacts. The proposed project would result in potentially significant impacts that would be reduced to a level below significant related to the following: biological resources, cultural resources, geology and soils, noise, tribal cultural resources, and air quality. The proposed project would result in no impact or less-than-significant impacts to the following: aesthetics, agriculture and forestry resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire.

For each of the alternatives identified, this EIR conducts the following assessment:

- Describe the alternative
- Determine if the alternative would meet most of the basic project objectives
- Assess potential feasibility of the alternative
- Determine if the alternative would potentially eliminate or reduce a potentially significant impact of the project

If the alternative meets the above criteria and provides a meaningful CEQA analysis, then the EIR analysis will address the potential impacts of the alternative relative to those potentially significant impacts of the project. An environmentally superior alternative will then be identified based on the alternative's ability to reduce environmental impacts.

Based on the identified potentially significant environmental impacts above, the objectives established for the project (refer to Section 8.2.1, Project Objectives, below), consideration of local plans and zoning designations, and consideration of public input, this EIR evaluates three alternatives to the proposed project:

1. No Project (No Build) Alternative
2. No Project (Development Per Entitlements)
3. Reduced Footprint Alternative

8.2 Criteria for Selection and Analysis of Alternatives

8.2.1 Project Objectives

1. Provide a mixed-use development that contributes to the revitalization of Downtown Oceanside pursuant to the City of Oceanside (City) General Plan Special Management Area Redevelopment Project Area, and the Coast Highway Vision and Strategic Plan Redevelopment Area.
2. Provide frontage improvements consistent with the current draft Coast Highway Corridor Study and General Plan Circulation Element.
3. Develop a project with market rate housing that at least meets the General Plan authorized density of 43 dwelling units/acre to help satisfy the City's current and future demand for housing, as outlined in the General Plan Housing Element and the City's Regional Housing Needs Assessment allocation.

4. Implement State density bonus law and the City's General Plan Housing Element by providing housing for a mix of income levels, including at least 10% of the project's base dwelling units for very low income households on the project site.
5. Increase the intensity of development sufficiently to feasibly provide amenities and services that add value and contribute to a higher quality of life for residents, such as wellness/fitness areas, common recreational spaces, access to co-work space, and proximity to multi-modal transportation options (transit, pedestrian, and bicycle connections) and coastal recreation areas.
6. Conserve natural resources and promote efficient use of land by developing a previously disturbed, in-fill property with a mixed-use development that incorporates energy efficient and sustainability features into the project's design in an area currently served by existing utility infrastructure.
7. Provide pedestrian oriented building design and site layout elements along North Coast Highway by screening parking areas from public view, providing pedestrian features such as plazas and providing visual relief features to break up building massing.
8. Provide commercial space suitable for both visitor-serving and resident-serving commercial uses near residential and recreational areas.
9. Provide commercial uses and other project features that front on North Coast Highway to activate the streetscape and pedestrian corridor in accordance with the Coast Highway Vision and Strategic Plan.

8.2.2 Feasibility

CEQA Guidelines, Section 15126.6(f)(1), identifies the factors to be taken into account to determine the feasibility of alternatives. The factors include site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

It has been recognized that, for purposes of CEQA, "feasibility" encompasses "desirability" to the extent that the latter is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* [2009] 177 Cal.App.4th 957, 1001). This balancing is harmonized with CEQA's fundamental recognition that policy considerations may render alternatives impractical or undesirable (California Public Resources Code Section 21081; CEQA Guidelines Section 15126.6[c] and 15364).

8.2.3 Evaluation of Significant Impacts

According to CEQA Guidelines, Section 15126.6(b), the alternatives discussion should focus on those alternatives that, if implemented, could eliminate or reduce any of the significant environmental impacts of the proposed project. The significant effects of the project impacts are considered to be those that are identified to be potentially significant prior to the incorporation or implementation of any mitigation measures.

8.2.4 Rationale for the Selection of Alternatives

As part of an alternatives analysis, CEQA requires an EIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project.

EIRs should also identify any alternatives that were considered by the Lead Agency but rejected, and briefly explain the reasons why the Lead Agency made such a determination. Among the factors that may be used in an EIR to eliminate alternatives from detailed consideration are (i) failure to meet most of the basic project objectives, (ii) infeasibility, and/or (iii) inability to avoid significant environmental impacts.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, alternatives to the proposed project were considered and analyzed compared to the proposed project. A No Project (No Build) Alternative is considered as the "no project" alternative. As there are existing entitlements on the project site, the No Project (Build per Entitlements) is also included. These two No Project alternatives and the Reduced Footprint Alternative are addressed in Section 8.4, Alternatives Under Consideration, below. Based on the Coast Highway Vision Plan (City of Oceanside 2009) and uses allowed in Downtown District (DT) within Subdistrict 7B, a mixed-use hotel and residential Land Use Alternative was considered but rejected due to the inability to meet the basic project objectives. Considering the significant project impacts are related to the existing project site conditions, a Location Alternative was also considered but rejected due to infeasibility. In addition, a Traffic Impact Avoidance Alternative was considered to avoid all the significant not mitigated transportation impacts of the project; however, it would also not meet the basic project objectives. These three alternatives are discussed in Section 8.3, Alternatives Considered but Rejected.

8.3 Alternatives Considered But Rejected

This EIR considered two additional alternatives that are not carried forward for detailed analysis. These alternatives are described below.

8.3.1 Location Alternative

In accordance with CEQA Guidelines 15126.6(f)(2), an EIR may consider an alternative location for the proposed project, but is only required to do so if significant project effects would be avoided or substantially lessened by moving the project to another site. As the project impacts are all site specific, this Location Alternative was considered as a potential alternative. The intent would be to locate an alternative site within the downtown area of the City that would avoid or substantially lessen one or more of the following impacts: biological, cultural, geology and soils, transportation, tribal cultural resources, air quality, and/or construction noise impacts. This Alternative is assumed to include the same components as the project, and would require a site similar to the project's five-acre site in the downtown Oceanside area.

There may be sites within the City of an approximately equivalent size to the project site that could be redeveloped with a mixed-use residential project; however, the project applicant does not control another site within the City of comparable land area that is available for development of the project. One of the factors for feasibility of an alternative is "whether the proponent can reasonably acquire, control or otherwise have access to the alternative site." As described in Section 2.1.1, the development of the project site as assembled currently has been contemplated since 1999, but an agreement to assemble the parcels of the project site was only recently reached. It is unlikely and speculative to assume the feasibility of assembling another site similar to the proposed project that meets most of the project objectives and avoids or substantially lessens the project's potential significant impacts (Creager, pers. comm. 2019). The Location Alternative was considered but rejected due to feasibility. As an independent basis, the Location Alternative was considered but rejected due to the project's proposed mixed-use development being consistent with the General Plan and other applicable land use plans and regulations. As a result of that consistency with the adopted land use policy documents, and this EIR's inclusion of a reasonable range of alternatives, CEQA does not require consideration of an off-site alternative that may not even be feasible to identify let alone acquired.

8.3.2 Traffic Impact Avoidance Alternative

As the project has significant and unmitigated traffic impacts, an alternative that would avoid all significant traffic impacts was considered. To avoid all traffic impacts and not increase the volume to capacity ratio along North Coast Highway by 0.02 in the buildout condition (year 2035), the development would need to be reduced to generate 245 or less average daily trips (Appendix H). Considering the San Diego Association of Governments (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002) of 8 trips per condominium unit, 160 trips per 1,000 square feet of high turnover restaurant and 10% reduction for mixed use projects consistent with SANDAG's regional smart growth policies, a Traffic Impact Avoidance Alternative would consist of 11 multi-family units and 1,152 square

feet of high turnover restaurant. This alternative was considered but rejected due to the inability to meet the majority of project objectives and because such a redevelopment would not be reasonable to assume to occur.

The Traffic Impact Avoidance Alternative would meet four of the project's nine objectives. This would meet Objective 2, 7, 8 and 9, as it would include a crosswalk along North Coast Highway, could include building design oriented towards North Coast Highway, and would provide commercial uses. This alternative would not meet the goals to revitalize the site in accordance with plans (Objective 1), the planned density for the site (Objective 4), would not include a density bonus or affordable housing (Objective 4), would not include high quality recreational amenities that contributes to a higher quality of life (Objective 5), and would not provide an efficient use of land (Objective 6). Thus, this alternative would not meet the majority of project objectives and is rejected.

In addition, it is not reasonable to expect that the site would be developed with less units than the site is currently entitled for. As discussed under the No Project (Development per Entitlements), a portion of the site is currently entitled to be developed with 52 residential condominium units and 1,152 square feet of retail space. Thus the inclusion of this alternative for full analysis would not add to the meaningful discussion of project alternatives.

8.4 Alternatives Under Consideration

8.4.1 No Project (No Build) Alternative

8.4.1.1 Alternative Description

Under the No Project (No Build) Alternative, the project site would remain in its existing condition and would not involve the construction of any new development or associated improvements. The existing commercial developments, vacant buildings, and other site conditions would remain in their current state. Refer to Chapter 2.1.3, Existing Land Uses, for a description of the existing uses on site.

8.4.1.2 Comparison of Significant Effects

Biological Resources

No significant impacts to sensitive biological resources would occur under this alternative; existing non-native grasslands and nesting birds, would not be impacted. Therefore, this alternative would avoid biological resource impacts of the proposed project.

Cultural Resources

This alternative would not require any excavation or grading; therefore, this alternative would not encounter known and unknown potentially significant archaeological resources. Therefore, this alternative would avoid cultural resource impacts of the proposed project.

Geology and Soils

No grading would occur under this alternative; therefore, there would be no potential impact to paleontological resources. Therefore, this alternative would avoid geology and soils (paleontological resource) impacts of the proposed project.

Noise

This alternative would not require use of noise-generating construction equipment, and no construction noise impact would occur. Therefore, this alternative would avoid noise impacts of the proposed project.

Transportation

As this alternative would retain all existing uses and would not add any additional uses, the traffic generated by this alternative would not change. Thus, this alternative would avoid the significant and unmitigated transportation impacts of the project.

Tribal Cultural Resources

No construction or development would occur on site under this alternative. Therefore, this alternative does not have the potential to affect Tribal Cultural Resources (TCRs). Therefore, this alternative would avoid TCR impacts of the proposed project.

Air Quality

As no construction would occur under this alternative, the No Project (No Build) Alternative would avoid the significant air quality impact related to the exposure of sensitive receptors to toxic air contaminants (TACs) generated by project construction. As this alternative would not propose any new site uses, the No Project (No Build) Alternative would also avoid the project's impact related to the exposure of future residents to TACs generated by the adjacent freeways.

8.4.1.3 Relation to Project Objectives

This alternative would not meet any of the project objectives.

8.4.2 No Project (Development per Entitlements)

8.4.2.1 Alternative Description

The No Project (Development per Entitlements) Alternative would include the development of the entitled Seacliff Terraces project on the property and no new development on the remainder of the site. The 1.7-acre residential and retail development would be located on APNs 143-040-23 and -54 in the northwestern area of the site. The development to be constructed would include 1,152 square feet of retail space, 52 residential condominium units, a public recreational viewing deck, a public retail patio, and supporting amenities. This development would be included within one four-story building with two levels of underground parking. The remaining 3.4 acres of the site would remain in its current condition as vacant, previously disturbed land. (See Chapter 2). This would include the continued operation of the existing commercial uses. In addition, this No Project (Development per Entitlements) alternative assumes that the currently vacant buildings could be occupied.

8.4.2.2 Comparison of Significant Effects

Biological Resources

The No Project (Development per Entitlements) Alternative would be located within the same site as the proposed project, but less development would occur. Considering the location of the proposed development, the No Project (Development per Entitlements) Alternative would continue to result in potentially significant impacts to nesting birds (direct and indirect), raptor foraging and non-native grasslands. While this alternative would result in impacts to these biological resources, impacts would be substantially lessened considering the reduced disturbances to non-native grassland and potential nesting bird areas. Therefore, this alternative would result in reduced biological resource impacts compared to the proposed project.

Cultural Resources

The No Project (Development per Entitlements) Alternative would be located within the same site as the proposed project, but less new development would occur. Since the development area that would be graded would be reduced to 1.7 acres, the potential to impact unknown subsurface resources would accordingly be reduced relative to the 5.3-acre project. This alternative would also avoid the area where the cultural resource isolate was located on site. Therefore, this alternative would substantially lessen the cultural resource impacts compared to the proposed project.

Geology and Soils

This alternative would be located on the same site as the proposed project, with the same underlying geology. Due to the inclusion of underground parking, this alternative would result in

increased grading cuts into formations with high paleontological sensitivity. Therefore, No Project (Development per Entitlements) Alternative would result in greater geology and soils impacts than the proposed project.

Noise

Overall, construction activities would be reduced and shortened under this alternative compared to the proposed project. Construction activities under this alternative would be located a similar distance to Seacliff condominiums, but less impacts to the adjacent MiraMar mobile home community. Considering fewer sensitive receptors would be potentially impacted by construction noise, the No Project (Development per Entitlements) Alternative would substantially lessen construction noise impacts compared to the proposed project.

Transportation

The project would result in significant and not mitigated impacts to two segments of North Coast Highway; between Harbor Drive and Costa Pacifica Way as well as Costa Pacifica Way to SR-76 (Section 4.5, Transportation). As the project's only potentially significant traffic impacts are at these segments, this analysis is focused on the ability of this alternative to avoid or reduce impacts to these two segments of North Coast Highway.

The addition of 52 residential units and 1,152 square feet of commercial to the site would result in a trip generation of approximately 446 ADT[1] based on the San Diego Association of Governments (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002) and a 10% reduction per SANDAG's regional "smart growth" policies regarding mixed-use developments.

Per Table 8-1, the addition of the No Project (Development per Entitlements) traffic to the baseline existing and existing plus cumulative conditions would not result in unacceptable operations on North Coast Highway. Thus, this alternative would avoid the project's direct impact to North Coast Highway, Costa Pacifica Way to SR-76.

Under the buildout year (2035) conditions at the North Coast Highway roadway segments impacted by the project, the volume to capacity increase that would occur under the No Project (Development per Entitlements) would be 0.01 V/C at the Harbor Drive to Costa Pacifica Way segment, and an increase of 0.02 V/C at the Costa Pacifica Way to SR-76 segment. Thus, this

[1] It is noted that the previous Traffic Impact Analysis (LLG 2014) prepared for this Seacliff Terrace project identified 458 net trips. In an effort to maintain consistency in the analysis, this analysis herein assumes the same trip generation rates as used for the project, including the mixed use reduction. Similarly, the analysis included herein utilizes the updated baseline information based on current traffic conditions and the currently anticipated cumulative projects.

alternative would avoid the project's cumulative impact to North Coast Highway, Harbor Drive to Costa Pacifica Way. While this alternative would continue to result in a significant not mitigated cumulative impact to the North Coast Highway, Costa Pacifica Way to SR-76 segment, this impact would be lessened relative to the project.

Tribal Cultural Resources

The No Project (Development per Entitlements) Alternative would be located within the same site as the proposed project, but less development would occur. Since the development area would be reduced to 1.7 acres, the potential to impact to unknown subsurface tribal cultural resources would accordingly be reduced relative to the 5.1-acre project. This alternative would also avoid the area where a potentially significant tribal cultural resource isolate was located on site. Therefore, this alternative would substantially lessen tribal cultural resource impacts compared to the proposed project.

Table 8-1
No Project (Development per Entitlements) Alternative
Roadway Segment Level of Service

Roadway Segment	Classification	LOS "E" ADT	Baseline			Alt Traffic	Baseline plus Project			Change in V/C	Impact?
			ADT[1]	*V/C*[2]	*LOS*[3]		*ADT*[1]	*V/C*[2]	*LOS*[3]		
Existing Conditions											
North Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	11,300	0.75	D	402	11,702	0.78	D	0.03	No
Existing Plus Cumulative											
North Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	11,800	0.79	D	402	12,202	0.81	D	0.03	No
Buildout Year (2035)											
North Coast Hwy, Harbor Dr to Costa Pacifica Way	Collector Road (with TWLTL)	15,000	17,300	1.15	**F**	45	17,345	1.16	**F**	0.01	No
North Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	15,400	1.03	**F**	402	15,802	**1.05**	**F**	**0.02**	**Yes**

Source: Appendix H
Note: Capacity and LOS based is on City of Oceanside Roadway Segment LOS Thresholds
1 ADT – Average Daily Traffic
2 V/C – Volumes to Capacity Ratio
3 LOS – Level of Service

Air Quality

The No Project (Development per Entitlements) Alternative would include construction that would generate TACs in proximity to sensitive receivers (i.e., adjacent residential uses); however, the TACs generated would be less than the project considering the construction area would be reduced to 1.7 acres and the construction time period would be reduced.

The California Air Resources Board (CARB) encourages consideration of the health impacts of freeways and high-traffic roadways on sensitive receptors sited within 500 feet (CARB 2005). This alternative would include the provision of residential uses on the site that would be considered a sensitive receptor; however, the residences would be located over 500 feet from the nearest freeway and this alternative would be assumed to have a less than significant health risk per the CARB criteria. As such, this alternative would avoid the project's impact related to the exposure of future residents to TACs generated by the adjacent freeways.

8.4.2.3 Relation to Project Objectives

The No Project (Development per Entitlements) Alternative would meet project Objectives 1 and 5. This alternative would not meet Objectives 2, 3, 4, 6, 7, 8 or 9. The project would meet Objective 1 since it would partially redevelop the site, however, it would meet this objective to a lesser degree than the project. The project would not meet Objective 2, as it would not provide improvements to North Coast Highway. Objectives 3 and 4 would be not met since this alternative would not provide additional housing at the General Plan density not would it include affordable housing. This alternative would include amenities pursuant to Objective 5, through to a lesser extent than the project. This alternative would not meet Objective 6, as it would not include an efficient use of the land. This alternative would not meet Objective 7, as it would not provide pedestrian orientated features along North Coast Highway. This alternative would not meet Objectives 8 or 9, as the proposed commercial would be unlikely to be visitor-serving due to its location and the commercial would not be provided on North Coast Highway. As such, this alternative would not meet the basic project objectives.

8.4.3 Reduced Footprint Alternative

8.4.3.1 Alternative Description

The Reduced Footprint Alternative has been designed to avoid all impacts to on-site non-native grasslands. As such, this alternative would compress the development into only the eastern portion of the site along North Coast Highway and preserve the western portion of the site (Figure 8-1, Reduced Footprint Alternative). Due to this higher density design and fewer units recreational amenities would be reduced, and the proposed building would be five stories above podium. The proposed site access would be directly to North Coast Highway, as a strip of non-native grassland

extends along the northern property line, thereby eliminating vehicular access from Costa Pacifica Way. The North Coast Highway access point would be located across from the City of Oceanside Chamber of Commerce northern driveway, and would be limited to right-turn in/out access. Due to the reduced area of disturbance, at least 1.5 levels of below grade parking would be required. Additionally due to the reduced development footprint, the total number of units would be below the allowed density for this zone, and this alternative would not require a density bonus nor include affordable housing. Overall, this Reduced Footprint Alternative would include 117 residential units and 2,700 square-feet of commercial. The non-native grassland on site would be preserved as open space via a conservation easement.

8.4.3.2 Comparison of Significant Effects

Biological Resources

The Reduced Footprint Alternative would be located within the same site as the proposed project, but less development would occur. Considering the location of existing trees, the Reduced Footprint Alternative would continue to result in significant impacts to nesting birds (direct and indirect). However, this alternative would avoid the project's significant impact to raptor foraging and non-native grasslands. Therefore, this alternative would substantially lessen biological resource impacts compared to the proposed project.

Cultural Resources

The Reduced Footprint Alternative would be located within the same site as the proposed project, but less development would occur. Since the development area would be reduced and development would be located in the more disturbed area of the site where topsoil has already been disturbed by previous grading, the potential to impact to unknown subsurface resources would accordingly be reduced relative to the 5.3-acre project. This alternative would also avoid the area where the cultural resource isolate was located on site as well. Therefore, this alternative would substantially lessen cultural resource impacts compared to the proposed project.

Geology and Soils

This alternative would be located on the same site as the proposed project, with the same underlying geology. This alternative would result in deeper grading cuts into formations with high paleontological sensitivity and would likely encounter existing groundwater (at depth of 20 feet or greater). Therefore, Reduced Footprint Alternative would result in greater impacts relative to the proposed project.

Noise

The intensity of noise during grading within the construction area may be increased relative to the project due to the additional excavation required for the below ground parking and the associated need for shoring. However, construction activities under this alternative would be located a minimum of approximately 175 feet from the nearest residential receivers (Seacliff condominiums and the MiraMar mobile home community). Doubling the distance from the receiver drops the intensity by about 6 dB, and a distance times 10 reduces the noise intensity by 20 dB. Considering this, the Reduced Footprint Alternative would substantially lessen potential construction noise impacts compared to the proposed project.

Tribal Cultural Resources

The Reduced Footprint Alternative would be located within the same site as the proposed project, but less development would occur. Since the development area would be reduced and development would be located in the more disturbed area of the site where topsoil has already been disturbed by previous grading, the potential to impact to unknown subsurface tribal cultural resources would accordingly be reduced relative to the project. This alternative would also avoid the area where a tribal cultural resource isolate was located on site. Therefore, this alternative would substantially lessen tribal cultural resource impacts compared to the proposed project.

Transportation

The project would result in significant and not mitigated impacts to two segments of North Coast Highway; between Harbor Drive and Costa Pacifica Way as well as Costa Pacifica Way to SR-76 (Section 4.5, Transportation). As the project’s only potentially significant traffic impacts are at these segments, this analysis is focused on the ability of this alternative to avoid or reduce impacts to these two segments of North Coast Highway.

The addition of 117 residential units and 2,700 square feet of commercial to the site would result in a trip generation of approximately 1,021 ADT based on the San Diego Association of Governments (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002) and a 10% reduction per SANDAG's regional "smart growth" policies regarding mixed-use developments.

Per Table 8-2, the addition of Reduced Footprint Alternative traffic to the baseline existing and existing plus cumulative conditions would not result in unacceptable operations on North Coast Highway. Thus, this alternative would avoid the project's direct impact to North Coast Highway, Costa Pacifica Way to SR-76.

Per Table 8-2, based on the addition of this traffic to the buildout year (2035) conditions at the North Coast Highway roadway segments impacted by the project, the volume to capacity increase that would occur under the Reduced Footprint Alternative would be 0.01 V/C at the Harbor Drive to Costa Pacifica Way segment, and an increase of 0.06 V/C at the Costa Pacifica Way to SR-76 segment. Thus, this alternative would avoid the project's cumulative impact to North Coast Highway, Harbor Drive to Costa Pacifica Way. While this alternative would continue to result in a significant and not mitigated impact to the North Coast Highway, Costa Pacifica Way to SR-76 segment, this impact would be lessened relative to the project.

Potential impacts to intersections, transportation-related general plan policies, and design hazards are discussed for this alternative due to the potential for increasing impacts compared to the proposed project. Due to the Reduced Footprint Alternative taking direct access to North Coast Highway, this alternative would have a potentially significant impacts related to intersection delay increases at North Coast Highway – I-5 southbound ramps/Harbor Drive, as well as a potential conflict with the City's Circulation Element Policies related to driveways.

As indicated by the City's Engineering Department, the City has a policy of only striping "Keep Clear" pavement markings at street intersections (and in front of driveways of first responders such as fire stations, police stations, etc., as allowed in the California Vehicle Code), and not in front of private driveways. Thus, the Reduced Footprint Alternative would not include such pavement markings and queuing on the North Coast Highway entrance would occur for vehicles turning into the site from the northbound direction. To avoid that potentially significant impact, access to/from the project site on North Coast Highway would be limited to right-turn in/out movements only.

With limited right-turn in/out only access at the North Coast Highway driveway, the majority of inbound project vehicles would take access from the southbound direction via exiting the I-5 at Harbor Drive. Under the Buildout 2035 condition without project, North Coast Highway – I-5 southbound ramps/Harbor Drive would operate at unacceptable LOS F. With the addition of the Reduced Footprint traffic to this intersection, the delay would increase 6.7 seconds (Appendix H). This increase in delay would exceed the City's two second threshold and would be considered a significant impact.

Table 8-2
Reduced Footprint Alternative
Roadway Segment Level of Service

Roadway Segment	Classification	LOS "E" ADT	Baseline			Alt Traffic	Baseline plus Project			Change in V/C	Impact?
			ADT[1]	*V/C*[2]	*LOS*[3]		*ADT*[1]	*V/C*[2]	*LOS*[3]		
Existing Conditions											
Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	11,300	0.75	D	919	12,219	0.81	D	0.06	No
Existing Plus Cumulative											
Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	11,800	0.79	D	919	12,719	0.85	D	0.06	No
Buildout Year (2035)											
Coast Hwy, Harbor Dr to Costa Pacifica Way	Collector Road (with TWLTL)	15,000	17,300	1.15	**F**	102	17,402	1.16	**F**	0.01	No
Coast Hwy, Costa Pacifica Way to SR-76	Collector Road (with TWLTL)	15,000	15,400	1.03	**F**	919	16,319	**1.09**	**F**	**0.06**	**Yes**

Source: Appendix H
Note: Capacity and LOS based is on City of Oceanside Roadway Segment LOS Thresholds
1 ADT – Average Daily Traffic
2 V/C – Volumes to Capacity Ratio
3 LOS – Level of Service

This alternative would also potentially conflict with General Plan Circulation Element Policy 3.9 related to driveway access. As detailed in Section 4.5, this transportation policy is related to eliminating or reducing driveway access along collectors and busier streets such as North Coast Highway. As the Reduced Footprint Alternative would include a driveway along a busy street for sole site access, this is considered a conflict with this General Plan Circulation Element Policy 3.9. As shown in the analysis above, this conflict would result in secondary physical impacts, and this would be a potentially significant land use impact.

Therefore, this alternative would result in greater transportation impacts related to intersections, transportation-related general plan policies, and design hazards compared to the proposed project.

Air Quality

The Reduced Footprint Alternative would include construction that would generate TACs in proximity to sensitive receivers (i.e., adjacent residential uses); however, the TACs generated would be less than the project considering the construction area would be reduced and the construction time period would be reduced. In addition, this alternative would move construction activities further from the adjacent sensitive receivers to the west, and would therefore reduce exposure to those sensitive receptors to TACs.

The California Air Resources Board (CARB) encourages consideration of the health impacts of freeways and high-traffic roadways on sensitive receptors sited within 500 feet (CARB 2005). This alternative would include residential uses within 500 feet from the nearest freeway. Thus, this alternative would result in an air quality impact related to the exposure of future residents to TACs similar to the project.

8.4.3.3 Relation to Project Objectives

The Reduced Footprint Alternative would meet project Objectives 1, 2, 5, 7, and 8, as the alternative would provide revitalization Downtown Oceanside, provide consistent frontage improvements, provides amenities (although reduced relative to the project), screens parking and provides visual massing reliefs, and provides both visitor-serving and residential-serving commercial. As this alternative wouldn't provide market rate housing at the General Plan density or affordable housing pursuant to a Density Bonus, it wouldn't meet Objectives 3 or 4. This alternative would not meet Objective 6, as it would not include the efficient use of land considering the entire urban infill site would not be developed. This alternative would also not meet Objective 9, as it would not include a street-facing plaza intended to activate the streetscape and pedestrian corridor. . Overall, this alternative would meet the basic project objectives.

8.5 Environmentally Superior Alternative

Table 8-3 outlines the comparative impacts between each alternative and the proposed project. The No Project (No Build) Alternative would result in the least environmental impacts and would be the environmentally superior alternative. However, CEQA Guidelines, Section 15126.6(e)(2), states that if the environmentally superior alternative is the "no project" alternative, the EIR also must identify an environmentally superior alternative among the other alternatives. While the No Project alternatives would reduce impacts relative to the project, neither would meet the majority of the basic project objectives. Thus, the environmentally superior alternative is the Reduced Footprint Alternative as it would reduce project impacts while meeting the majority of project objectives. However, it should be noted that the Reduced Footprint Alternative would result in greater impacts to geology and soils, and transportation (General Plan policies, hazards and intersections) than the project.

Table 8-3
Comparative Summary of Alternatives Under Consideration and Proposed Project

Alternative	Impacts									
	Biological Resources		*Cultural Resources*	*Geology and Soils*	*Noise*	*Tribal Cultural Resources*	*Transportation*		*Air Quality*	
	BIO-1/ BIO-3: Nesting Birds	*BIO-2/ BIO-4: Raptor Foraging and NNG*	*CUL-1: Archaeological Resources*	*GEO-1: Paleontological Resources*	*NOI-1: Construction Noise*	*TCR-1: Tribal Cultural Resources*	*TRF-1 and TRF-2: Roadway Segments-*	*General Plan Policies, Hazards and Intersections*	*AQ-1: TACs Exposure During Construction*	*AQ-2: Operational TACs Exposure*
No Project (No Build)	Less	Less	Less	Less	Less	Less	Less	Less	Less	Less
No Project (Development Per Entitlements)	Less	Less	Less	More	Less	Less	Less	Less	Less	Less
Reduced Footprint	Less	Less	Less	More	Less	Less	Less	More	Less	Same

"Less" = reduced impact relative to the project
"Same" = similar impact relative to the project
"More" = greater impact relative to the project

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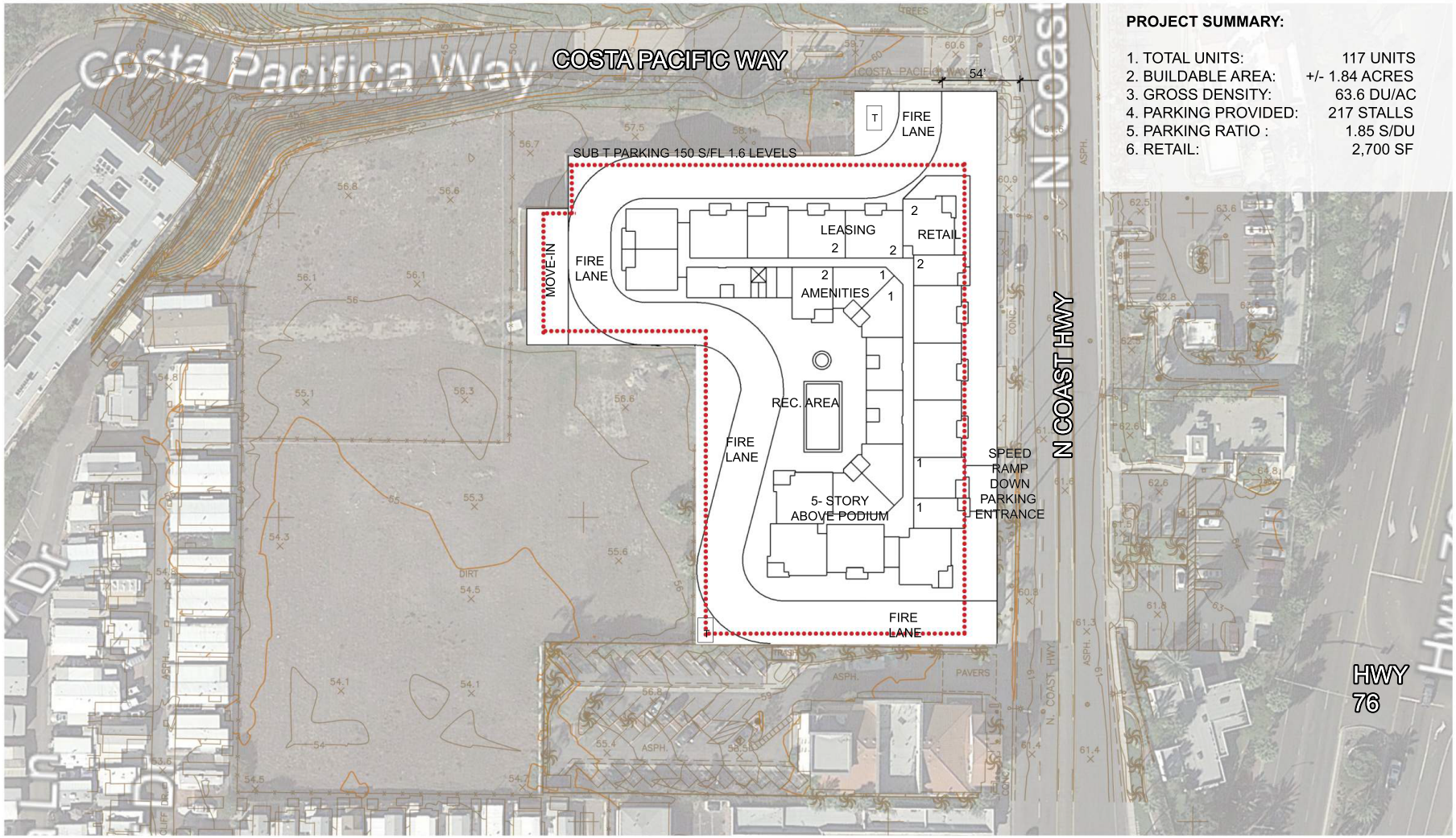

SOURCE: Architects Orange, 2019

FIGURE 8-1

Reduced Footprint Alternative

Alta Oceanside Project

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