OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Final Environmental Impact Report

Prepared for
City of Oceanside

April 2019

ESA

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Acronyms and Abbreviations

AB	Assembly Bill
ACEC	Area of Critical Environmental Concern
ADEQ	Arizona Department of Environmental Quality
ADT	Average Daily Traffic
ADOA	Arizona Department of Administration
ADOT	Arizona Department of Transportation
afa	acre feet per annum
AFY	acre-feet per year
AGFD	Arizona Game and Fish Department
ANSI	American National Standards Institute
AOC	Area of Concern
APE	Area of Potential Effect
AQAP	*1991 Air Quality Attainment Plan*
ARAR	applicable or relevant and appropriate requirement
AR4	*IPCC's Fourth Assessment Report*
A.R.S.	Arizona Revised Statutes
ASTM	American Society for Testing and Materials
AT&SF	Atchison, Topeka and Santa Fe Railway
BACT	Best Available Control Technology
bgs	below ground surface
BIAMP	Bird Avoidance and Minimization Plan
BLCA	Beal Lake Conservation Area
BLM	U.S. Bureau of Land Management
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
BOR	U.S. Bureau of Reclamation
CAAQS	California ambient air quality standards
CAA	Clean Air Act
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act

CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH_4	methane
CHPMP	*Cultural and Historical Properties Management Plan*
CHQ	Construction Headquarters
CHRIS	California Historical Resources Information System
CIP	Clean-In-Place
CLP	USEPA Contract Laboratory Program
CMS/FS	*Corrective Measures Study/Feasibility Study*
CNDDB	*California Natural Diversity Database*
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
COC	chemical of concern
CO_2	carbon dioxide
CO_2e	CO_2 equivalents
COPC	chemical of potential concern
CPUC	California Public Utilities Commission
Cr(III)	trivalent chromium
Cr(T)	total chromium
Cr(VI)	hexavalent chromium
C/RAWP	*Construction/Remedial Action Work Plan*
CRHR	California Register of Historical Resources
CRIT	Colorado River Indian Tribes
CRPR	CNPS California Rare Plant Rank
CSLC	California State Lands Commission
CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DEIR	draft environmental impact report
DEM	digital elevation model
DOI	United States Department of the Interior
DOT	U.S. Department of Transportation
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
DQO	Data Quality Objective
DTSC	California Department of Toxic Substances Control
EHS	Division of Environmental Health Services
EIR	environmental impact report

EM	electromagnetic induction
EPA	Environmental Protection Agency
EPAct	Energy Policy Act of 1992
EPCRA	Emergency Planning and Community Right-to-Know Act
EZ	exclusion zone
FAA	Federal Aviation Administration
FCAA	Federal Clean Air Act
FCAAA	Federal Clean Air Act Amendments of 1990
FCR	field contact representative
FESA	Federal Endangered Species Act
FEIR	final environmental impact report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
Final RFI/RI Report	Final RCRA Facility Investigation and Remedial Investigation Report (RFI/RI Report)
FLPMA	Federal Land Policy and Management Act
FMIT	Fort Mojave Indian Tribe
FTA	Federal Transit Administration
FWPTS	freshwater pre-injection treatment system
GANDA	Garcia and Associates
Groundwater FEIR	Topock Compressor Station Groundwater Remediation Project Final EIR (January 2011)
HDCR	Hualapai Department of Cultural Resources
HDPE	high-density polyethylene
GHG	greenhouse gas
GIS	Geographic Information System
gpm	gallons per minute
GPR	ground-penetrating radar
H_2S	hydrogen sulfide
HAZWOPER	Hazardous Waste Operations and Emergency Response
HAPs	hazardous air pollutants
HMBP	*Hazardous Materials Business Plan*
HMD	Hazardous Materials Division
HOV	high occupancy vehicle
HNWR	Havasu National Wildlife Refuge
HSWA	Hazardous and Solid Waste Amendments
NTH	National Trails Highway
Hz	hertz
I-40	Interstate 40
IAMPO	International Association of Plumbing and Mechanical Officials
IDW	investigation-derived waste
IEPR	Integrated Energy Policy Report
IM	Interim Measure

Interested Tribes	Chemehuevi Indian Tribe, Cocopah Indian Tribe, Colorado River Indian Tribes, Fort Mojave Indian Tribe, and the Hualapai Indian Tribe
IPCC	Intergovernmental Panel on Climate Change
IRZ	in situ reactive zone
IS	Initial Study
kWh	kilowatt-hours
LACM	Natural History Museum of Los Angeles County
LCR MSCP	Lower Colorado River Multi-Species Conservation Program
LCWSP	Lower Colorado River Water Supply Project
LDL	Larson Davis Laboratories
LES	Liquid Environmental Solutions
L_{eq}	energy-equivalent noise level
L_{max}	maximum noise level
L_{min}	minimum noise level
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MACT	Maximum Achievable Control Technology
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MG	million gallons
mg/L	milligrams per liter
mg/kg	milligrams per kilogram
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
$MMTCO_2e$	gross million metric tons of carbon dioxide equivalent
mph	miles per hour
MPO	metropolitan planning organization
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
msl	mean sea level
MW	monitoring well
MWh	megawatt-hour
my	million years
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NED	National Elevation Dataset
NEPA	National Environmental Policy Act
NESHAP	national emissions standards for hazardous air pollutants
NHPA	National Historic Preservation Act

NO_2	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPS	U.S. National Park Service
NRCS	National Resource Conservation Service
NRHP	National Register of Historic Places
NSF	National Sanitation Foundation
NTH	National Trails Highway
NTR	National Toxics Rule
NWP	Nationwide Permit
O&M Manual	*Operation and Maintenance Manual Final (100%) Design Submittal*
OEHHA	Office of Environmental Health Hazard Assessment
OHV	Off-Highway Vehicle
OSHA	U.S. Occupational Safety and Health Administration
PA	Programmatic Agreement
PAH	polycyclic aromatic hydrocarbon
PBA	*Programmatic Biological Assessment for Pacific Gas and Electric Topock Compressor Station Remedial and Investigative Actions*
PCBs	polychlorinated biphenyls
PFC	perfluorocarbon
PFYC	Potential Fossil Yield Classification
PG&E	Pacific Gas and Electric Company
$PM_{2.5}$	fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less
PM_{10}	fine particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
ppd	pounds per day
PPV	peak particle velocity
PQS	professional qualifications standards
PRC	Public Resources Code
PRMP	*Paleontological Resources Management Plan*
PRPA	Paleontological Resources Preservation Act
RAO	Remedial Action Objective
RAWP	*Human Health and Ecological Risk Assessment Work Plan*
RB	River Bank
RCRA	Resource Conservation and Recovery Act
RFA	RCRA Facility Assessment
RFI	RCRA Facility Investigation
RFI/RI	Resource Conservation and Recovery Act Facility Investigation and Remedial Investigation Report
RMA	Risk management analysis
RMP	Resource Management Plan
RMS	root mean square

ROG	reactive organic gases
ROW	right-of-way
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
SBAIC	San Bernardino Archaeological Information Center
SBCM	Museum of San Bernardino County
SCADA	Supervisory Control and Data Acquisition
SCAG	Southern California Association of Governments
SCF	standard cubic feet
SCH	State Clearinghouse
Scoping Plan	*AB 32 Climate Change Scoping Plan*
SCRMA	Special Cultural Resource Management Area
SCS	sustainable communities strategies
Section 106	Section 106 of the National Historic Preservation Act
SEIR	subsequent environmental impact report
SEL	sound exposure level
SENEL	single event noise exposure level
SERC	State Emergency Response Commission
SF_6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SFL	Sacred Land File
SLM	sound level meter
SO_2	sulfur dioxide
SO_X	oxides of sulfur
SOP	Standard Operating Procedure
Station	Topock Compressor Station
SVOC	semivolatile organic compound
SWMU	Solid Waste Management Unit
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TAL/TCL	Target Compound and Target Analyte Lists
TBC	“To Be Considered” criteria
TCA	Topock Cultural Area
TCP	Traditional Cultural Property
TCS	Topock Compressor Station
TCRA	Time critical removal action
TDS	total dissolved solids
TMDL	Total Maximum Daily Load
TOC	total organic carbon
TPH	total petroleum hydrocarbons

TRC	Technical Review Committee
TW Bench	Transwestern Bench
TWG	Technical Working Group
UA	Undesignated Area
ug/kg	micrograms per kilogram
ug/L	micrograms per liter
URBEMIS	Urban Emissions model
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
US 95	United States Route 95
VdB	decibel notation
VMG	Vertical Magnetic Gradient
VOC	volatile organic compound
VRM	Visual Resource Management
WDR	Waste Discharge Requirements
WWII	World War II
XRF	x-ray fluorescence
ZEV	zero emission vehicle
ZNE	zero net energy

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OVERVIEW OF THE FINAL ENVIRONMENTAL IMPACT REPORT

Oceanside Coast Highway Corridor Study

OV.1 Purpose of the FEIR

This Final Environmental Impact Report (FEIR) has been prepared to respond to comments received from responsible, trustee, and other public agencies; Native American Tribes; interested organizations; and members of the public regarding the Draft Environmental Impact Report (DEIR) and the Partially Recirculated Draft EIR (PRDEIR) prepared for the Coast Highway Corridor Study Project (proposed project). In accordance with the California Quality Act (CEQA), the City of Oceanside (City), in its role as the state lead agency, is required to communicate with and obtain comments from public agencies that have jurisdiction by law with respect to the project, to provide the general public with opportunities to comment on the DEIR and PRDEIR (Public Resources Code [PRC] Section 21091), and to respond to significant environmental issues raised during the public review process.

OV.2 Project Summary

The City is proposing to modify an approximately 3.5-mile-long segment of the Coast Highway corridor that runs through the city to encourage redevelopment and revitalization of the area. Proposed modifications include lane conversions, Complete Streets improvements, intersection roundabouts, and increased parking and bicycle facilities, as well as an amendment to the Zoning Ordinance to create a Coast Highway Incentive District (hereafter referred to as the Incentive District). The Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing zoning for development and redevelopment projects within the Incentive District. To implement the Incentive District, amendments to the General Plan, Local Coastal Plan, and Zoning Ordinance would be required.

OV.3 Organization of the FEIR

This FEIR consists of four volumes:

- **Volume 1** contains a list of persons, organizations, and public agencies commenting on the Draft EIR; comments received on the Draft EIR; and responses to significant environmental points raised in the review and communication process.

- **Volume 2** contains a list of persons, organizations, and public agencies commenting on the PRDEIR; comments received on the PRDEIR; and responses to significant environmental points raised in the review and communication process.
- **Volume 3** contains the errata that includes revisions to the DEIR and PRDEIR which were determined to be relatively minor in nature and do not change the conclusions of the environmental analyses. The revisions were made to the EIR in response to comments received during the two public comment periods for the DEIR and PRDEIR, respectively. In addition, Volume 3 contains the fully consolidated EIR in clean text, which includes all of the sections from the DEIR and supporting technical appendices that were not required to be recirculated; the sections and technical appendices from the PRDEIR, which supersede the original versions from the DEIR; and the corrections and changes contained in the errata to the EIR.
- **Volume 4** contains the appendices to this FEIR, which are:
  - Appendix V1.A, Review of Project Consistency with Coastal Act Policies (ESA 2019);
  - Appendix V1.B, DEIR Comment Letters That Don't Require a CEQA Response; and
  - Appendix V2.A, PRDEIR Comment Letters That Don't Require a CEQA Response.

It should be noted that while this FEIR separates the comments received by the DEIR and PRDEIR, the responses have been crafted based on the most updated information, which could pull from the DEIR or the PRDEIR or a combination of the two depending on the content of the comment. Specifically, comments related to transportation and traffic, aesthetics, alternatives, and the environmental topics covered by the Errata of the PRDEIR are responded to using the updated information and revised analyses contained in the PRDEIR. Comments related to all other topic areas are responded to using the analyses and information included in the DEIR. Therefore, both the DEIR and PRDEIR are referenced in the responses to the comments included in Volumes 1 and 2.

OV.4 Revisions to the EIR

The City has made revisions to the EIR (collectively the DEIR and PRDEIR) contained in Volume 3 of this FEIR based on comments received on the DEIR and the PRDEIR. The City has also made additional minor modifications to the EIR for clarification purposes which do not involve "significant new information" that would require additional recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5. Changes in the text of the EIR are indicated by strikeouts (~~strikeout~~) where text is removed and by underlining (<u>underline</u>) where text is added in the Errata also contained in Volume 3 of this FEIR.

OV.5 Use of the FEIR and CEQA Requirements

The FEIR is an informational document prepared by the lead agency that must be considered by decision makers before approving or denying the proposed project. Section 15132 of the CEQA Guidelines specifies the FEIR shall consist of the following:

a) The Draft EIR or a revision of the draft.

b) Comments and recommendations received on the Draft EIR either verbatim or in summary.

c) A list of persons, organizations, and public agencies commenting on the Draft EIR.

d) The responses of the lead agency to significant environmental points raised in the review and consultation process.

e) Any other information added by the lead agency.

Section 15004 of the CEQA Guidelines states that before the approval of any project subject to CEQA,[1] the lead agency must consider the final environmental document, which in this case is the FEIR. This FEIR has been prepared pursuant to the requirements of CEQA. This FEIR incorporates comments from public agencies and the general public, and contains appropriate responses by the lead agency to those comments.

The FEIR allows the public an opportunity to review response to comments received on the DEIR and the PRDEIR and review the revisions and/or corrections to the EIR based on public input, prior to approval of the project. This FEIR has been prepared to respond to comments received on the DEIR and the PRDEIR. This FEIR has been prepared by the City in accordance with Sections 15089 and 15132 of the CEQA Guidelines. Additionally, as defined under CEQA Guidelines Sections 15204 and 15088, response to comments is typically reserved to those that specifically pertain to the sufficiency of an environmental document under CEQA, and ways in which the significant effects of the project might be avoided or mitigated. Lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made.

The FEIR serves as the environmental document to support approval of the proposed project, either in whole or in part, if the project is approved. After completing the FEIR and before approving the project, the lead agency must make the following three certifications, as required by Section 15090 of the CEQA Guidelines:

- The FEIR has been completed in compliance with CEQA;
- The FEIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information in the FEIR prior to approving the project; and
- The FEIR reflects the lead agency's independent judgment and analysis.

As required by Section 15091(a) of the CEQA Guidelines, no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings

[1] The word "approval" is defined by Section 15352 of the CEQA Guidelines to mean "the decision by a public agency which commits the agency to a definite course of action in regard to a project intended to be carried out by any person…" In addition, the CEQA Guidelines state that "[w]ith private projects, approval occurs upon the earliest commitment to issue or the issuance by the public agency of a discretionary contract, grant, subsidy, loan, or other form of financial assistance, lease, permit, license, certificate, or other entitlement for use of the project."

(Findings of Fact) for each of those significant effects, accompanied by a brief explanation of the rationale for each finding supported by substantial evidence in the record.

The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.

These certifications and the Findings of Fact are included in a document separate from the FEIR.

OV.6 Public Review and Future Steps

As the lead agency, before considering certification of the FEIR and approval of the proposed project, the City must provide no less than ten days for review by commenting responsible and trustee agencies of the proposed responses to those comments. On **April 5, 2019,** the City provided commenting parties with proposed responses to their comments.

Copies of this FEIR are available for review at:

Oceanside Development Services Department
300 N. Coast Highway
Oceanside, CA 92054

City of Oceanside Mission Branch Public Library
3861-B Mission Avenues
Oceanside, CA 92057

City of Oceanside Public Library
300 N. Coast Highway,
Oceanside, CA 92054

As the lead agency, before approving the proposed project, the City Council must certify the FEIR as adequate and completed in accordance with CEQA. The City must also review and consider the information contained in the FEIR, including all supporting documents, before considering approval of the proposed project. The City will certify the FEIR using independent judgment and analysis. In consideration of the findings of the FEIR, the City will approve the proposed project or an alternative thereof through a written Finding of Fact and a Statement of Overriding Consideration for each identified significant adverse environmental impact and any significant and unavoidable impact identified in the FEIR. Because some project impacts were found to be significant, the City will adopt mitigation measures that either avoid or reduce those impacts to less than significant levels, where feasible. These mitigation measures are identified in the Mitigation Monitoring Reporting Program (MMRP) of this FEIR. If the proposed project is approved, the City will file a notice of determination (NOD) with the Governor's Office of Planning and Research, State Clearinghouse within 5 working days of project approval.

Volume 1
Response to Comments on the Draft Environmental Impact Report (DEIR)

V1. CHAPTER 1
Introduction

V1.1.1 Overview of Volume 1

Volume 1 of this Final Environmental Impact Report (FEIR) contains a list of persons, organizations, and public agencies commenting on the proposed Coast Highway Corridor Study Project (project) Draft Environmental Impact Report (DEIR); comments received on the DEIR; and the City of Oceanside's (City's) responses to significant environmental points raised in those comments. As lead agency, the City circulated the DEIR for public review to allow for public agencies, Tribal governments, and members of the public to submit comments on the environmental analyses and significant environmental impacts, if any, provided within the DEIR for the proposed project. In addition, public review of the DEIR ensured a meaningful opportunity for agency and public input to be incorporated into the decision-making process.

V1.1.2 Public Review of DEIR

In accordance with Section 15105 of the California Environmental Quality Act (CEQA) Guidelines, a public review and comment period was provided for the DEIR beginning July 13, 2017. Following a 45-day review period, the public review and comment period on the DEIR closed on August 28, 2017.

As shown in **Table V1.1-1**, a total of 195 written comment letters were received by the City on the DEIR. The comment letters have been separated by the chapters within which they are addressed in this FEIR.

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
Chapter 2 – Agency Comments		
DEIR A1	San Diego Association of Governments (SANDAG), Seth Litchney, Senior Regional Planner	8/17/2017
DEIR A2	California Department of Transportation (Caltrans), Roy Abboud, Associate Transportation Planner	8/24/2017
DEIR A3	North County Transit District (NCTD), Nedina Facchini, Senior Planner	8/24/2017
DEIR A4	California Coastal Commission (CCC), Kaitlin Carney, Coastal Planner	10/5/2017

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
Chapter 3 – Individual Comments		
DEIR I1	Henry and Terri Hawthorn	7/11/2017
DEIR I2	Colleen Balch	7/13/2017
DEIR I3	John Stump	7/23/2017
DEIR I4	Donna Geierman	7/28/2017
DEIR I5	Jane Mcvey	8/7/2017
DEIR I6	Steven M. Orme	8/10/2017
DEIR I7	Gloria Ryan	8/18/2017
DEIR I8	Joan Bockman	8/24/2017
DEIR I9	Lisa Hamilton	8/24/2017
DEIR I10	Arleen Hammerschmidt	8/24/2017
DEIR I11	Jane Marshall	8/25/2017
DEIR I12	Mindy Martin	8/25/2017
DEIR I13	Greg and Kathy Sampson	8/25/2017
DEIR I14	Michael Odegaard	8/26/2017
DEIR I15	Pete Penseyres	8/27/2017
DEIR I16	Mike and Joan Bullock	8/28/2017
DEIR I17	Gary Davis	8/28/2017
DEIR I18	Bill Fischer	8/28/2017
DEIR I19	Nadine L. Scott	8/28/2017
DEIR I20	Carolyn Krammer	8/28/2017
DEIR I21	Michele Lisi-Merzi	8/28/2017
DEIR I22	Chris Swortwood	8/28/2017
DEIR I23	John P. Erskine	8/28/2017
DEIR I24	CM Rocco	8/28/2017
DEIR I25	Sally Prendergast	8/28/2017
DEIR I26	Debra Sutton	8/28/2017
DEIR I27	Joel West	8/28/2017

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
Chapter 4 – Tribal Comments		
DEIR T1	San Luis Rey Band of Mission Indians, Merri Lopez-Keifer, Chief Legal Counsel	8/3/2017
DEIR T2	Rincon Band of Luiseño Indians, Erica Martinez, Administrative Assistant	8/23/2017
Chapter 5 – Comments Not Requiring a CEQA Response		
DEIR NCR1	Thomas Clarke	7/22/2017
DEIR NCR2	Linda Sills	7/22/2017
DEIR NCR3	John Stump	7/23/2017
DEIR NCR4	Benn Von Wistinghausen	7/23/2017
DEIR NCR5	Elizabeth Barnes	7/24/2017
DEIR NCR6	Sunie Roman	7/24/2017
DEIR NCR7	Elena Thompson	7/24/2017
DEIR NCR8	Laura E. Uhlmeyer	7/24/2017
DEIR NCR9	Diane Hanson	7/25/2017
DEIR NCR10	Connie Kemp	7/26/2017
DEIR NCR11	Nancy Gregory	7/27/2017
DEIR NCR12	Gayle Lacy	7/28/2017
DEIR NCR13	Laird Stabler	8/9/2017
DEIR NCR14	Shawn and Erin Crain	8/10/2017
DEIR NCR15	Mike Moore	8/10/2017
DEIR NCR16	Josh Servi	8/10/2017
DEIR NCR17	Cerrie Watson	8/10/2017
DEIR NCR18	Daneen Akers	8/13/2017
DEIR NCR19	Doris Mullen	8/13/2017
DEIR NCR20	Mathew Wolf	8/15/2017
DEIR NCR21	Dean Baldridge	8/16/2017
DEIR NCR22	Debra Barger-Cook	8/17/2017
DEIR NCR23	Gwen Graham	8/17/2017

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
DEIR NCR24	Janna Harris	8/17/2017
DEIR NCR25	Janet M. Henderson	8/17/2017
DEIR NCR26	Alex Hoefer	8/17/2017
DEIR NCR27	Laurel Kaskurs	8/17/2017
DEIR NCR28	Daniela Marshall	8/17/2017
DEIR NCR29	Pamela Myers	8/17/2017
DEIR NCR30	Gloria Ryan	8/18/2017
DEIR NCR31	Pam Chambers	8/19/2017
DEIR NCR32	Monique Combs	8/20/2017
DEIR NCR33	Richard Fox	8/20/2017
DEIR NCR34	Robert Robert	8/20/2017
DEIR NCR35	CM Rocco	8/20/2017
DEIR NCR36	No name provided	8/20/2017
DEIR NCR37	Thomas Adams	8/21/2017
DEIR NCR38	Dianna Bailey	8/21/2017
DEIR NCR39	Dianna Bailey	8/21/2017
DEIR NCR40	Ernest L Eineman	8/21/2017
DEIR NCR41	Sam Giacoletti	8/21/2017
DEIR NCR42	Cheryl Haynes Stewart	8/21/2017
DEIR NCR43	Colleen Balch	8/22/2017
DEIR NCR44	Jerry Edwards	8/22/2017
DEIR NCR45	Brian Ferguson	8/22/2017
DEIR NCR46	Patrick Frazier	8/22/2017
DEIR NCR47	Jessica Hunter	8/22/2017
DEIR NCR48	Simon Hunter	8/22/2017
DEIR NCR49	John Iniguez	8/22/2017
DEIR NCR50	Tom Lichterman	8/22/2017
DEIR NCR51	Tom Lichterman	8/22/2017

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
DEIR NCR52	Hilary Meloan	8/22/2017
DEIR NCR53	Anne Ongyod	8/22/2017
DEIR NCR54	Trevor Osterberg	8/22/2017
DEIR NCR55	Trevor Osterberg	8/22/2017
DEIR NCR56	Chivon Parli	8/22/2017
DEIR NCR57	Taylor Rae	8/22/2017
DEIR NCR58	Laura Rod	8/22/2017
DEIR NCR59	Janet Shepherd	8/22/2017
DEIR NCR60	Carly Trippe	8/22/2017
DEIR NCR61	Becka Vance	8/22/2017
DEIR NCR62	Davin Waite	8/22/2017
DEIR NCR63	Sam Williamson	8/22/2017
DEIR NCR64	Carly Aichle	8/23/2017
DEIR NCR65	Seth Aichle	8/23/2017
DEIR NCR66	Garret Akerson	8/23/2017
DEIR NCR67	The Apodacas	8/23/2017
DEIR NCR68	Jim Curl	8/23/2017
DEIR NCR69	John Daley	8/23/2017
DEIR NCR70	Dianne	8/23/2017
DEIR NCR71	Kevin Edwards	8/23/2017
DEIR NCR72	Monty Friesen	8/23/2017
DEIR NCR73	Patricia Friesen	8/23/2017
DEIR NCR74	Lori Gage	8/23/2017
DEIR NCR75	Gus Hawthorn	8/23/2017
DEIR NCR76	Evan Marks	8/23/2017
DEIR NCR77	Charles Martin	8/23/2017
DEIR NCR78	Kristin Morrison	8/23/2017
DEIR NCR79	Bill Myers	8/23/2017

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
DEIR NCR80	John Norcross	8/23/2017
DEIR NCR81	Sally Peltier	8/23/2017
DEIR NCR82	Dave Rae	8/23/2017
DEIR NCR83	Trent Sakamoto	8/23/2017
DEIR NCR84	Dolores Wells	8/23/2017
DEIR NCR85	Chelsea Butters Wooding	8/23/2017
DEIR NCR86	Sarah Zajda	8/23/2017
DEIR NCR87	Michelle Zavondy	8/23/2017
DEIR NCR88	Leslie Davies	8/24/2017
DEIR NCR89	Tanner Knapp	8/24/2017
DEIR NCR90	Irina Pucaric	8/24/2017
DEIR NCR91	Steve and Cheryl Barry	8/25/2017
DEIR NCR92	Heidi Bullock	8/25/2017
DEIR NCR93	Kathy Derham	8/25/2017
DEIR NCR94	Cara Dodaro	8/25/2017
DEIR NCR95	Philip Dow	8/25/2017
DEIR NCR96	Zell Dwelley	8/25/2017
DEIR NCR97	Ashley Ecker	8/25/2017
DEIR NCR98	John Filippone	8/25/2017
DEIR NCR99	Heidi Franczyk	8/25/2017
DEIR NCR100	Judy Frankel	8/25/2017
DEIR NCR101	Emily Gonzales	8/25/2017
DEIR NCR102	Debra Goykhman	8/25/2017
DEIR NCR103	Hadley Graham	8/25/2017
DEIR NCR104	Joyce Hite	8/25/2017
DEIR NCR105	Nicole Howard	8/25/2017
DEIR NCR106	Jody Hubbard	8/25/2017
DEIR NCR107	Amy Mattix	8/25/2017

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
DEIR NCR108	Meridee Johnson Reynolds	8/25/2017
DEIR NCR109	Thomas Shepherd	8/25/2017
DEIR NCR110	Christine Smedley	8/25/2017
DEIR NCR111	Duane Smith	8/25/2017
DEIR NCR112	Elena Thompson	8/25/2017
DEIR NCR113	Becki Yeomans	8/25/2017
DEIR NCR114	Melissa Betz	8/26/2017
DEIR NCR115	Lisa Callahan	8/26/2017
DEIR NCR116	Jordan Premo	8/26/2017
DEIR NCR117	James Wang	8/26/2017
DEIR NCR118	Paul Jamason	8/27/2017
DEIR NCR119	Sonja Johnson	8/27/2017
DEIR NCR120	Janet Lichterman	8/27/2017
DEIR NCR121	Paul Nevins	8/27/2017
DEIR NCR122	Maggie Rhyne	8/27/2017
DEIR NCR123	Jim Schroder	8/27/2017
DEIR NCR124	Leslie Shaw	8/27/2017
DEIR NCR125	Lisa Skyles	8/27/2017
DEIR NCR126	Lynda Barry	8/28/2017
DEIR NCR127	Jay Berman	8/28/2017
DEIR NCR128	John Bickerton	8/28/2017
DEIR NCR129	Ken Bross	8/28/2017
DEIR NCR130	Mike and Joan Bullock	8/28/2017
DEIR NCR131	Micaela Canton	8/28/2017
DEIR NCR132	Eric Carstensen	8/28/2017
DEIR NCR133	David E. Chavez	8/28/2017
DEIR NCR134	Candice Core	8/28/2017
DEIR NCR135	Donna Davis	8/28/2017

TABLE V1.1-1
LIST OF COMMENTERS ON THE DEIR

Letter #	Commenter	Date of Comment
DEIR NCR136	Richard Fox	8/28/2017
DEIR NCR137	Steve and Jayshree Gerken	8/28/2017
DEIR NCR138	Chris Gow	8/28/2017
DEIR NCR139	Theresa Gundlach	8/28/2017
DEIR NCR140	Kristen Johnson	8/28/2017
DEIR NCR141	Robert Jones	8/28/2017
DEIR NCR142	Charlene Kerchevall	8/28/2017
DEIR NCR143	Michele Lisi-Merzi	8/28/2017
DEIR NCR144	Shari Mackin	8/28/2017
DEIR NCR145	Tiler Makin	8/28/2017
DEIR NCR146	Kristina McCay	8/28/2017
DEIR NCR147	Beatrice Moniz	8/28/2017
DEIR NCR148	Kamran Rahbar	8/28/2017
DEIR NCR149	Marcia B. Ratterree	8/28/2017
DEIR NCR150	Laura Ridley	8/28/2017
DEIR NCR151	Bess Aili Singleton	8/28/2017
DEIR NCR152	William Skyles	8/28/2017
DEIR NCR153	Cyan Trujillo	8/28/2017
DEIR NCR154	Richard Trujillo	8/28/2017
DEIR NCR155	Jolie Van Schoik	8/28/2017
DEIR NCR156	John H. Wagner	8/28/2017
DEIR NCR157	No name provided	8/28/2017
DEIR NCR158	Penny Houle	8/29/2017
DEIR NCR159	Marlyss McElroy	8/29/2017
DEIR NCR160	Barbara Metzler	8/29/2017
DEIR NCR161	Jeri Miller	8/29/2017
DEIR NCR162	No name provided	8/29/2017

V1. CHAPTER 2
DEIR – Agency Responses

This chapter contains the comment letters received from public agencies on the proposed Coast Highway Corridor Study Project (project) Draft Environmental Impact Report (DEIR) and the City of Oceanside's (City's) responses to comments related to the DEIR and/or issues related to efforts on the environment. Each letter, as well as each individual comment within the letter, has been given an assigned letter and number for cross-referencing. Responses are sequenced to reflect the order of comments within each letter. **Table V1.2-1** lists all public agencies who submitted comments on the DEIR during the public review period.

It should be noted that while the comments below were received on the DEIR, the responses have been crafted based on the most updated information per environmental topic, which could pull from the DEIR or the Partially Recirculated Draft Environmental Impact Report (PRDEIR) or a combination of the two depending on the content of the comment. Specifically, comments related to transportation and traffic, aesthetics, alternatives, and the environmental topics covered by the Errata of the PRDEIR are responded to based on the updated information and revised analyses contained in the PRDEIR. Comments related to all other topic areas are responded to based on the analyses and information included in the DEIR.

TABLE V1.2-1
LIST OF AGENCY COMMENTERS ON DEIR

Letter No.	Commenter	Date of Comment	Comment Page Number	Response Page Number
DEIR A1	San Diego Association of Governments (SANDAG) Seth Litchney, Senior Regional Planner	8/17/2017	V1.2-2	V1.2-5
DEIR A2	California Department of Transportation (Caltrans), Roy Abboud, Associate Transportation Planner	8/24/2017	V1.2-8	V1.2-13
DEIR A3	North County Transit District (NCTD), Nedina Facchini, Senior Planner	8/24/2017	V1.2-20	V1.2-23
DEIR A4	California Coastal Commission (CCC), Kaitlin Carney, Coastal Planner	10/5/2017	V1.2-26	V1.2-32

SANDAG

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

August 17, 2017

File Number 3300300

Mr. John Amberson
Transportation Planner
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Amberson:

SUBJECT: Coast Highway Corridor Study Draft Environmental Impact Report

Thank you for the opportunity to comment on the City of Oceanside's Coast Highway Corridor Study Draft Environmental Impact Report (EIR). The San Diego Association of Governments (SANDAG) is submitting comments based on the policies included in San Diego Forward: The Regional Plan (Regional Plan). These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG's comments are submitted from a regional perspective emphasizing the need for better land use and transportation coordination.

Smart Growth & Complete Streets

SANDAG appreciates that the City of Oceanside has prioritized transit-oriented development and land use changes in the project area that support the goals of the Smart Growth Concept Map and Regional Plan. The Coast Highway Corridor Study is also consistent with SANDAG's Regional Complete Streets Policy. A key goal of the Regional Plan is to focus growth in smart growth opportunity areas. This project is located within an Existing/Planned Town Center and Mixed Use Transit Corridor identified on the Smart Growth Concept Map (OC-1 and OC-2, respectively). The proposed project is well-served by a high-frequency bus route (Route 303), as well as COASTER and SPRINTER service. The Coast Highway Corridor Study should continue facilitating access to these important transit services.

DEIR A1-1

Long-Range Transportation

When referencing SANDAG's current Regional Transportation Plan, adopted in October 2015, please refer to "San Diego Forward: The Regional Plan" rather than SANDAG's "2050 Regional Transit Plan."

The City should consider augmenting the "Traffic and Transportation" section of the Draft EIR to include the planned transit improvements as described in the Regional Plan.

DEIR A1-2

Such improvements include:

- SPRINTER efficiency improvements and extension
- COASTER double tracking
- *Rapid* transit route 473
    - Phase I – Solana Beach to UTC/UC San Diego via Highway 101 Coastal Communities, Carmel Valley
    - Phase II – Oceanside to Solana Beach via Highway 101 Coastal Communities

DEIR A1-2

Transportation Demand Management

As previously recommended in SANDAG's comment letter submitted for the project's Notice of Preparation, the SANDAG Transportation Demand Management (TDM) division supports the parking and TDM strategies laid out in the Coast Highway Vision Strategic Plan and suggests that they be reflected in the Coast Highway Corridor Study Draft EIR. Additionally, the Oceanside Transit Center, adjacent to the Coast Highway Corridor, has been identified as a mobility hub prototype location as part of the SANDAG Regional Mobility Hub Implementation Strategy. Mobility hubs provide an integrated suite of transportation services and amenities that help facilitate access to high-frequency transit stations. The development of the Coast Highway Corridor Study presents the opportunity to encourage and promote the use of shared mobility services (e.g., bikeshare, on-demand rideshare, carshare) along Coast Highway. The incorporation of TDM strategies that support the mobility hub concept can help mitigate potential traffic impacts that were identified in the Coast Highway Corridor Study Draft EIR.

DEIR A1-3

Please consider the development of a TDM ordinance that encourages developers to incorporate TDM-supportive capital improvements and programs through the entitlement process. Development of a TDM ordinance aligns with policies and objectives in the Circulation Element of the City of Oceanside's General Plan, adopted in 2012, and supports the City's commitment to complete streets and pedestrian-oriented investments within the proposed Incentive District.

Please continue partnering with iCommute to promote participation in regional TDM programs and services, including the Regional Vanpool Program, ridematching services, the Guaranteed Ride Home program, and events like Bike to Work Day. More information on these programs can be accessed through iCommuteSD.com.

DEIR A1-4

Other Considerations

SANDAG has a number of additional resources that can be used for additional information or clarification on smart growth and TDM. These can be found on the SANDAG website at sandag.org/igr:

- SANDAG Regional Parking Management Toolbox
- Riding to 2050, the San Diego Regional Bike Plan
- Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region

DEIR A1-5

- Integrating Transportation Demand Management into the Planning and Development Process – A Reference for Cities
- Trip Generation for Smart Growth
- Parking Strategies for Smart Growth
- Designing for Smart Growth, Creating Great Places in the San Diego Region

DEIR A1-5

When available, please send any additional environmental documents related to this project to:

SANDAG
Attention: Intergovernmental Review
401 B Street, Suite 800
San Diego, CA 92101

DEIR A1-6

SANDAG appreciates the opportunity to comment on the City of Oceanside's Coast Highway Corridor Study Draft EIR. If you have any questions, please contact me at (619) 699-1943 or seth.litchney@sandag.org.

Sincerely,

SETH LITCHNEY
Senior Regional Planner

SLI/KHE/pro

Letter DEIR A1 Response — San Diego Association of Governments (SANDAG) Seth Litchney, Senior Regional Planner August 17, 2017

DEIR A1-001 This comment introduces the comment letter by stating that the following comments are based on the goals and policies of SANDAG's San Diego Forward: The Regional Plan. This comment also states that Smart Growth is a key goal of the Regional Plan, where the project supports this goal through proposed implementation of transit-oriented development and land use changes and the Complete Streets improvements. This comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the DEIR and does not require a response. The City appreciates SANDAG's participation in the process and support of the proposed project.

DEIR A1-002 This comment asks that the Regional Plan be referenced as the "San Diego Forward: The Regional Plan" instead of "SANDAG's 2050 Regional Plan." In response to this comment, all references in to SANDAG's San Diego Forward: The Regional Plan have been updated to reflect the preferred name of this plan by the commenter within Volume 3 of this Final EIR (FEIR):

"San Diego Associated Governments San Diego Forward: The Regional Plan ~~2050 Regional Transportation Plan~~

~~The 2050 Regional Transportation Plan (RTP)~~ SANDAG's San Diego Forward: The Regional Plan (Regional Plan) acts as a blueprint for maintaining and improving the region's transportation systems. The plan focuses on building a transportation system that encompasses sustainability, land use patterns, and social equity. The Regional Plan ~~RTP~~ also outlines plans for maintaining, improving, and developing regional modes of transit, including rail systems, bus rapid transit, and roadways.

San Diego County Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is part of SANDAG's Regional Plan ~~RTP~~. SANDAG is the subregional planning agency for San Diego County and is responsible for the preparation and adoption of the county's CMP. The purpose of the CMP is to monitor the performance of the region's…."

This comment also states that the traffic analysis included in the DEIR should be augmented to include the planned transportation improvements described in the Regional Plan, which are listed in the comment. Because the traffic analysis for the DEIR and the revised traffic analysis for the PRDIER used the SANDAG Series 12 model, the transit improvements included in the Regional Plan are

reflected in the future traffic forecasts. Therefore, the traffic analysis in both the DEIR and the Partially Recirculated Draft EIR (PRDEIR) adequately accounted for the transit improvements when evaluating the project's traffic impacts.

In addition, while Section 3.14, *Transportation and Traffic,* of the PRDEIR does not specifically list out future planned transit improvement projects in the analysis, inclusion of these transit improvements would not change the determination that project implementation would result in less than significant impacts to alternative transportation, including transit services, as the project would not impact any existing transit services or bus stops. Therefore, no revision to the EIR is required in response to this comment.

DEIR A1-003 This comment suggests that the parking and transportation demand management (TDM) strategies laid out in the Coast Highway Vision Strategic Plan be incorporated into the DEIR. In addition, this comment summarizes the opportunities for shared mobility services between the project and the Oceanside Transit Center, which has been identified as a mobility hub prototype location as part of the SANDAG Regional Mobility Hub Implementation Strategy.

Mitigation measures identified in the DEIR and PRDEIR follow the City of Oceanside guidelines for traffic impact studies and have been coordinated between the City, the traffic engineer, and the CEQA consultant to ensure that all mitigation measures are feasible and reduce impacts to the greatest extent possible. As part of the DEIR and PRDEIR processes, incorporating parking and TDM strategies were not identified as mitigation measures for the project. However, while the proposed project would not have specific TDM measures required as part of its implementation, the City is fully committed to the ongoing and increased implementation of TDM measures, as appropriate, in accordance with City policies established in the Circulation Element of the General Plan and in the City's draft Climate Action Plan (CAP). Specifically, the City has included Policies 4.1 through 4.10 in its Circulation Element that address the City's efforts to promote the integration of TDM programs and the draft CAP calls for the development of a TDM Ordinance and Program.

DEIR A1-004 This comment requests that the City considers the development of a TDM ordinance that encourages developers to incorporate TDM-supportive capital improvements and programs through the entitlement process. This comment also requests that the City continue to partner with iCommute to promote participation in regional TDM programs and services. While this comment does not raise any issue concerning the adequacy of the DEIR, the City supports the iCommute program and will continue to implement TDM programs, as appropriate, in accordance with City policies established in the Circulation Element of the General Plan and in the City's draft CAP as noted above. The City appreciates the commenter for participating in this process. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR A1-005 This comment lists additional SANDAG resources on smart growth and TDM and provides the web address to find these resources online. This comment does not raise any issue concerning the adequacy of the DEIR. The City appreciates SANDAG providing the additional references and resources.

DEIR A1-006 This comment is conclusory in nature and provides an address to send future environmental documents related to the project. The City appreciates SANDAG's participation in the planning and environmental review process and will continue to provide any future environmental documentation on this project to the commenter.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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Making Conservation a California Way of Life.

August 24, 2017

11-SD-5, 76, 78
PM VAR
Coast Highway Corridor Study
SCH# 2016051078

Mr. John Amberson
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Dear Mr. Amberson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the Coast Highway Corridor Study located near Interstate 5 (I-5), State Route 76 (SR-76), and State Route 78 (SR-78). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

DEIR A2-1

Caltrans has the following comments:

Traffic Impact Study

1. Comparing the existing condition with the existing plus project, there are two intersections that have been identified as being impacted with the project – Oceanside Boulevard/Coast Highway and Cassidy Street/Coast Highway. Comparing the future condition with the future condition plus project, there are ten intersections that have been identified as being impacted with the project – among them are Oceanside Boulevard/Coast Highway, Cassidy Street/Coast Highway, Vista Way/Coast Highway, Vista Way/Ditmar Street, and Vista Way/Stewart Street. Since the addition of the project may affect the traffic flow in both the existing and future conditions, the State requests to add the following intersections to your analysis in order to determine if these impacts will affect the State's facilities:
   (1) I-5/Mission Ave Southbound (SB)& Northbound (NB) ramps
   (2) I-5/Oceanside Boulevard SB & NB ramps
   (3) I-5/California Street NB On-ramp
   (4) I-5/Cassidy Street SB ramps
   (5) I-5/Vista Way/SR-78 SB & NB ramps

DEIR A2-2

2. Synchro output sheets state that the 2000 Highway Capacity Manual (HCM) is being used instead of the 2010 HCM. The TIS report states that the 2010 HCM was used to do the analysis. Synchro output sheets should also be using the 2010 HCM.

3. The Synchro output sheets for the Existing plus Project AM Peak hour are labeled PM Peak hour. Some of the labels, for the Synchro data in the Traffic Study in Appendix F, at the bottom of the sheet are incorrect. Several sheets were mislabeled as "Existing Project-PM Peak Hour", but are in fact the AM peak hour and/or a different study scenario. These errors need to be corrected for review of this document.

DEIR A2-3

4. The development levels for the Coast Highway Project Corridor are above those currently forecasted and approved in the Regional Transportation Plan (RTP). As stated in volume 3, Appendix F (for more details please refer to the contents on Page 85), the land use changes, which are foundations for modeling and forecasting of future traffic volumes, are admittedly more significant than what was been accepted and approved by the current RTP. The increased project growth is at least partly based on the land use scenario proposed in the Modified Coast Highway Vision and Strategic Plan (CHVSP), which has not yet been formally adopted by the City of Oceanside. The "higher-than-the-expected" land use changes could have negative impacts to traffic metrics, such as vehicle miles traveled (VMT). In turn, it would cause direct traffic impacts on the neighboring freeways, namely I-5, SR-76, and SR-78. Even though the welcoming complete street components are included, the increased traffic volumes have been demonstrated by the Draft Traffic Impact Study when the existing with and without project (2008), and the future with and without project (2035) are compared.

5. In the light of the previous comment, please provide more comprehensive traffic analysis based on the Alternative 1 and 2, and No Build for the following interchange/ intersection locations along I-5 freeway:
    1. SR-76
    2. Mission Avenue
    3. Oceanside Boulevard
    4. SR-78/Vista Way

DEIR A2-4

6. Considering the 20-year design life, would 2040 be more suitable for the future traffic analysis? The latest SANDAG Regional Transportation Models contain Year 2012, 2014, 2016, 2020rc (Revenue Constrained), 2025rc, 2030rc, 2040rc, 2045rc, and 2050rc.

DEIR A2-5

7. Please clarify which version of SANDAG Regional Transportation Models has been used for developing the future traffic data analysis. If the current Activity Based Model (ABM) models are being employed, describe what the Peak Hour Factors are for calculating the Peak Hour Volumes since ABM models in general don't provide such datasets.

DEIR A2-6

Interstate 5

The potential impacts to Interstate 5 were not analyzed or discussed in this draft document. Several interchanges are located east of Coast Highway, including those at Harbor Drive, SR-76, Mission Avenue, Oceanside Boulevard, Cassidy Street and SR-78.

A proposed reduction from 4 lanes to 2 lanes along Coast Highway, as well as the introduction of 7-12 roundabouts, would cause changes in traffic patterns and could divert additional traffic towards the I-5 ramp intersections at these six locations.

DEIR A2-7

State Route 76 and Coast Highway

The Traffic analysis included in the Draft EIR for the proposed roundabouts at the SR-76/Coast Highway intersection (600 feet away from the first proposed roundabout) did not include a study of the ramp intersections and/or roadway segments at the I-5/SR-76 interchange. A study is needed to determine the potential impacts to the I-5/SR-76 interchange and its associated ramps as well as the ramp signal's impacts to the roundabout.

DEIR A2-8

Since the Caltrans R/W extends into this intersection and the southbound ramps are located approximately 600 feet east of the intersection, an exhibit displaying the anticipated construction limits of the proposed roundabout would aid in further analysis. Caltrans and the City of Oceanside currently split ownership of the intersection of North Coast Highway and SR-76. Relinquishment of the state's R/W here to the City of Oceanside will be needed to construct the roundabout. More detailed geometrics will need to be provided to evaluate full impacts to the state highway.

DEIR A2-9

Vista Way and State Route 78

The SR-78/Vista Way signalized intersection has not been analyzed to identify the potential traffic impacts from this proposed project. A change in roadway configuration and traffic patterns along Coast Highway could increase traffic congestion along Vista Way, between Coast Highway and I-5.

Caltrans receives complaints from local residents on a regular basis concerning the traffic congestion on Vista Way between Coast Highway and the SR-78 interchange. A queuing analysis is needed to determine any increase to congestion along Vista Way during peak hour periods, as well as the effects of any proposed improvements at Ditmar and Vista Way.

DEIR A2-10

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation system. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Oceanside, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

DEIR A2-11

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation system integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

DEIR A2-12

Mitigation

Caltrans is currently in the planning stage for the I-5/ SR-78 interchange project, which would modify the interchange to improve traffic operations and provide better connectivity to the I-5 North Coast Corridor project that would widen Interstate 5 through the City of Oceanside's city limits. This proposed City project directly effects the I-5/SR-78 interchange project. Mitigation measures should be included in the City's DEIR for these impacts.

DEIR A2-13

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

DEIR A2-14

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements.
http://www.dot.ca.gov/trafficops/ice.html

DEIR A2-14

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans's R/W, and any corresponding technical studies.

DEIR A2-15

If you have any questions, please contact IGR Coordinator Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

DEIR A2-16

Sincerely,

ROY ABBOUD, Acting Branch Chief
Local Development and Intergovernmental Review Branch

Letter DEIR A2 Response

California Department of Transportation (Caltrans)
Roy Abboud, Associate Transportation Planner
August 24, 2017

DEIR A2-001 This introductory comment describes the facilities in the project area which are under Caltrans jurisdiction and states that the Local Development-Intergovernmental Reviews Program reviews land use projects, which includes the project. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required.

DEIR A2-002 This comment requests that the five additional intersections listed in the comment be added to the analysis in the Traffic Impact Analysis (TIA) to evaluate whether the project would impact the traffic flow at these intersections under existing and future conditions. In response to this comment and to subsequent discussions with Caltrans, the TIA (2017) provided with the DEIR was revised as part of the PRDEIR to include a total of nine additional intersections in order to evaluate the project's effect at these locations under both existing and future scenarios. In addition, the revised TIA (2018) prepared for the PRDEIR modeled the existing and future scenarios using the existing configuration of the Vista Way/SR-78 & I-5 interchange. As shown in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, of the PRDEIR, the project would not impact any of the additional intersections in existing conditions, but would result in significant and unavoidable impacts at two of the nine additional intersections (Oceanside Boulevard & Interstate 5 (I-5) Southbound On-/Off-Ramps (PM peak-hour) and Vista Way & I-5 Southbound On-/Off-Ramps) in the Future Conditions + Project scenario.

DEIR A2-003 This comment identifies that an older version (2000) of the Highway Capacity Manual (HCM) was used for the Synchro output sheets and that some of the Synchro output files were incorrectly labeled. This comment also recommends that the Synchro output sheets be updated to use the 2010 HCM and the correct labeling. In response to this comment, the Synchro analysis files have been relabeled and corrected in the TIA (2018) prepared in support of the PRDEIR. Per Caltrans requirements, intersections that are controlled by Caltrans were analyzed using the HCM 2010 methodology in the PRDEIR TIA (2018), where the revised traffic analysis was incorporated into Section 3.14, *Transportation and Traffic*, of the PRDEIR.

DEIR A2-004 This comment states that the development levels projected under the proposed project are greater than what is shown in the current Regional Transportation Plan (RTP) and could have negative effects on traffic metrics. Based on the increased forecasted growth, this comment requests that a more comprehensive traffic analysis be conducted for the four listed I-5 interchanges under Alternatives 1 and 2 as well as the No Project Alternative. In response to this

comment, additional traffic analysis was conducted for the four I-5 interchanges under the No Project Alternative and Alternatives 1 and 2 in the revised TIA (2018) prepared in support of the PRDEIR. However, as discussed in Section 3.11, *Population and Housing*, of the DEIR, while the proposed project could increase the rate and intensity of population growth in Incentive District area, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations, which allow for similar densities and intensities of development. Therefore, the DEIR and PRDEIR properly examines traffic and other impacts based on a projection method which is used to address the anticipated future condition with implementation of the project.

DEIR A2-005 This comment questions the use of year 2035 as the planning horizon for the proposed project and suggests that 2040 would be more suitable for the traffic analysis.

The City selected year 2035 as the horizon year for implementation of the proposed project as this year was identified as the most appropriate horizon year for analysis given the timeline of the proposed project. In response to the PRDEIR, Caltrans provided a similar comment as stated here but suggested the option to justify the use of Year 2035 by including a brief comparison between the Year 2035 in the SANDAG Series 12 with the Year 2040 or 2045 in the SANDAG series 12 or even later series in order to indicate that the current analysis is representative of what is expected to occur with the 2040 to 2045 timeframe.

For response PRDEIR A2-006, a screenline analysis was conducted for the proposed project similar to the I-5 North Coast EIR. The screenline analysis was performed at 10 locations on major roadways and 5 locations on I-5 along the corridor. The analysis was performed using the Series 12 data provided by SANDAG online in the Transportation Forecast Information Center (TFIC) (tfic.sandag.org). When comparing the adjusted Series 12 volumes from 2035 to 2050, there is an average increase of 12 percent and 2 percent at freeway locations and key roadways, respectively. Using these values as a base for interpolation: the average increase from 2035 to 2040 is expected to be 4 percent and 0.67 percent for freeway locations and key roadways, respectively; the average increase from 2035 to 2045 is expected to be 8 percent and 1.33 percent for freeway locations and key roadways, respectively. Considering the small difference in 2035-2045 volumes forecast by the Series 12 model, it is believed that the 2035 volumes used in the traffic analysis are comparable to those which are expected for the years 2040 and 2045. Therefore, the use of year 2035 is justified as an appropriate planning horizon for the project. No revisions to the EIR are required in response to this comment.

DEIR A2-006 This comment requests clarification on which version of the SANDAG Regional Transportation Models was used to develop the future traffic data analysis. In addition, this comment requests a description of the Peak Hour factors used if the current Activity Based Model were used. The SANDAG Series 12 Model was utilized to develop the Year 2035 traffic forecasts, where the SANDAG Series 12 Model is not an activity based model. This comment refers to more recent series of the SANDAG model, which are activity based.

DEIR A2-007 This comment states the proposed reduction from four lanes to two lanes along Coast Highway, as well as the introduction of 7 to 12 roundabouts, would cause changes in traffic patterns and could divert additional traffic towards the 1-5 ramp intersections at the intersections of Coast Highway with Harbor Drive, SR 76, Mission Avenue, Oceanside Boulevard, Cassidy Street, and SR 78.

Given the complexity of the model forecast for the Year 2035 used in the revised TIA (2018), which considers both potential diversion of traffic from Coast Highway to parallel routes such as I-5 and trips generated by anticipated development under the Incentive District, it is difficult to ascertain whether the increases in traffic volumes at the Caltrans ramps are caused more by diversion or more by the increased development/growth assumptions for the future traffic scenarios.

However, through the use of the SANDAG Series 12 model, which incorporates these assumptions about traffic redistribution and development growth, the proposed project and the alternatives analyzed are projected to result in changes to traffic volumes at all I-5 ramp intersections within the City of Oceanside. The revised TIA (2018) assessed these forecasted changes based on the SANDAG Series 12 model, which used the existing configuration of Vista Way/SR-78 & I-5 interchange, and presented the results of those modeled forecast conditions, which are also included in the analysis in Section 3.14, *Transportation and Traffic*, of the PRDEIR. As identified in the revised TIA (2018) and PRDEIR, significant traffic impacts are expected to occur at the following ramp intersections under each scenario:

<u>Year 2035 With Project</u>

- I-5 SB On-/Off-Ramps & Oceanside Boulevard
- I-5 SB On-/Off-Ramps & Vista Way

<u>Year 2035 Alternative 1</u>

- I-5 SB On-/Off-Ramps & Oceanside Boulevard
- I-5 SB On-/Off-Ramps & Vista Way

<u>Year 2035 Alternative 2</u>

- I-5 SB On-/Off-Ramps & Oceanside Boulevard
- I-5 SB On-/Off-Ramps & Vista Way

Year 2035 Alternative 3

- I-5 SB On-/Off-Ramps & Oceanside Boulevard

For these locations where significant impacts are forecasted to occur, mitigation measures have also been identified to reduce traffic impacts to the lowest extent feasible.

DEIR A2-008 This comment states that the TIA (2017) prepared in support of the DEIR did not include a study of the ramp intersection and/or roadway segment of I-5/SR 76 interchange with project implementation, even though the interchange is located 600 feet from a proposed roundabout location. Furthermore, this comment request that additional analysis is conducted to evaluate the project's impact to the I-5/SR 76 interchange, its associated ramps, and the ramp's signal impacts to the proposed roundabout. In response to this comment, the revised TIA (2018) prepared in support of the PRDEIR included the additional analysis of the project's effects to the I-5/SR 76 interchange, which is summarized in Section 3.14, *Transportation and Traffic,* of the PRDEIR. The revised traffic analysis determined that with project implementation impacts to the I-5/SR 76 interchange and its associated ramps would be less than significant and no mitigation measures are required.

DEIR A2-009 This comment states that since the Caltrans' right-of-way (ROW) extends into the intersection of SR 76 and Coast Highway and the southbound ramps are located approximately 600 feet east of this intersection, an exhibit displaying the anticipated construction limits of the proposed roundabout would aid in further analysis. Furthermore, this comment states that both Caltrans and the City currently split ownership of the intersection of North Coast Highway and SR 76, where Caltrans would need more detailed geometrics to relinquish the State's ROW at this intersection. The City has prepared 30 percent preliminary engineering design plans as part of the Coast Highway Corridor Study, separate from the EIR. Design considerations for this location would be finalized as the design phase of the project progresses, where the City would continue to coordinate with Caltrans. Once the engineering design phase has progressed further, the City would provide Caltrans more detailed geometrics and an exhibit showing the construction limits for this intersection to obtain Caltrans' approval of the relinquishment of the ROW to the City at this location.

DEIR A2-010 This comment states that the TIA (2017) prepared in support of the DEIR did not include a study of the SR 78 and Vista Way signalized intersection with project implementation and requests that this additional analysis be conducted. This comment requests that a queueing analysis is conducted for Vista Way between Coast Highway and the SR 78 interchange during the peak hour periods. In response to this comment, the TIA (2017) provided with the DEIR was revised as part of the PRDEIR to include nine additional intersections, including the Vista Way/SR-78 & I-5 interchange, in order to evaluate the project's effect at these

locations under both existing and future scenarios. In addition, the revised TIA (2018) prepared for the PRDEIR modeled the existing and future scenarios using the existing configuration of the Vista Way/SR-78 & I-5 interchange. As shown in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, of the PRDEIR, the project would not impact any of the additional intersections in existing conditions, but would result in significant and unavoidable impacts at two of the nine additional intersections, which includes Vista Way & I-5 Southbound On-/Off-Ramps, in the Future Conditions + Project scenario.

In addition, the traffic analysis in the revised TIA (2018) was conducted using the HCM 2010 methodology and includes forecasts for queuing on the approaches for the Vista Way/SR-78 & I-5 interchange. No revisions to the EIR are required in response to this comment.

DEIR A2-011 This comment states that Caltrans views transportation projects as an opportunity improve safety, access, and mobility for all travelers in California and recommends early coordination between the Caltrans and the City to discuss any locations the project may affect that straddle both jurisdictions. In addition, this comment expresses Caltrans' commitment to implementing Complete Streets and Climate Change policies into the State Highway Operations and Protection Program projects to meet multi-modal mobility needs. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. The City appreciates the commenter for participating in this process. This comment will be included as part of this FEIR for the public record as well as for review and consideration by the decision-makers prior to a final decision on the project.

DEIR A2-012 This comment states the Caltrans recognizes the connection between transportation and land use, where the pattern of land use can affect local vehicles miles traveled and the number of trips, and reinforces the importance of collaboration between state and local agencies. This comment also states that the City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. The City would continue to coordinate with Caltrans after approval of the project for the project components that are located in both agencies' jurisdictions. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR A2-013 This comment states that Caltrans is currently in the planning stage of the Vista Way/SR-78 & I-5 Interchange Project, which would modify the interchange to improve traffic operations and provide better connectivity to the I-5 North Coast Corridor project that would widen I-5 through the City of Oceanside's limit. This

comment also states that the proposed project would affect the Vista Way/SR-78 & I-5 interchange and should include mitigation measures for this intersection in the DEIR. As discussed in response DEIR A2-002, the TIA (2017) provided with the DEIR was revised as part of the PRDEIR to include nine additional intersections, including the Vista Way/SR-78 & I-5 interchange, in order to evaluate the project's effect at these locations under both existing and future scenarios. In addition, the revised TIA (2018) prepared for the PRDEIR modeled the existing and future scenarios using the existing configuration of the Vista Way/SR-78 & I-5 interchange. As shown in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, of the PRDEIR, the project would not impact any of the additional intersections in existing conditions, but would result in significant and unavoidable impacts at two of the nine additional intersections, which includes Vista Way & I-5 Southbound On-/Off-Ramps, in the Future Conditions + Project scenario.

As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, in order to improve impacts to Vista Way and I-5 Southbound On-/Off-Ramps (Intersection 56) to an operating condition that is less than significant under the Future Conditions + Project scenario, lane modifications would be required to construct new through traffic lanes in either the westbound or eastbound directions on Vista Way/SR 78. The addition of a westbound through lane at this location was determined to be infeasible due to the limited right-of-way available on Vista Way west of the intersection. Furthermore, with the recent road diet installed by the City along Vista Way east of this intersection, lane modifications would be inconsistent with the vision and goals of the City. Moreover, the addition of an eastbound through lane was also found to be infeasible. The configuration of the traffic lanes and bridge to the east of the intersection is not compatible with three eastbound through lanes on Vista Way. Caltrans and SANDAG have plans to reconfigure the Vista Way/SR-78 & I-5interchange in the future, where the proposed reconfiguration would address the significant traffic impact identified for the intersection at Vista Way and I-5 Southbound On-/Off-Ramp. However, while this is currently in Caltrans and SANDAG's long-term plans, funding is not guaranteed with enough certainty to include the improvements in a CEQA-required future analysis scenario. Therefore, project impacts to the intersection of Vista Way and I-5 Southbound On-/Off-Ramps would remain significant and unavoidable under the Future Conditions + Project scenario.

DEIR A2-014 This comment states that direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to CEQA and the National Environmental Policy Act (NEPA). As documented in the PRDEIR, all impacts to the State Highway System associated with project implementation would be mitigated the fullest extent possible with adoption of the mitigation measures outlined in the EIR. Prior to approval of the project or any of the project alternatives the City would also need to demonstrate that the

benefits of the project outweigh the environmental consequences of the project (through the Findings of Fact and Statement of Overriding Considerations). While the proposed project is required to undergo environmental review under CEQA due to its location within California, since the project does not include federal land, funds, approval, or permit, the project is not subject to environmental review under NEPA.

DEIR A2-015 This comment states that any work within Caltrans' ROW for the project would require discretionary review and approval by Caltrans and requires obtaining an encroachment permit prior to construction. Furthermore, this comment states that as part of the encroachment permit process, the City must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within Caltrans' ROW, and any corresponding technical studies. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. The City will provide the certified EIR after approval of the project by the City Council is obtained and the City is ready to initiate the encroachment permit process with Caltrans. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR A2-016 This comment is conclusory in nature and provides the commenter's contact information. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. The City appreciates Caltrans' participation in the planning and environmental review process.

NORTH COUNTY TRANSIT DISTRICT

810 Mission Avenue
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(760) 966-6500
(760) 967-2001 (fax)
www.GoNCTD.com

August 24, 2017

Mr. John Amberson
Transportation Planner
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Sent Via Electronic Mail: jamberson@ci.oceanside.ca.us

Re: Draft Environmental Impact Report for Coast Highway Corridor Study

Dear Mr. Amberson:

The North County Transit District (NCTD) appreciates the opportunity to participate in the review of the Draft Environmental Impact Report (DEIR) for the proposed Coast Highway Corridor Study located between Harbor Drive to the north, and Eaton Street near the city's southern boundary ("Project"). As provided, the Project is 3.5 miles and would convert four traffic lanes to two lanes, with the exception of two southbound lanes between Highway 76 and Surfrider Way, and south of Kelly Street to Eaton Street. Other key elements include a continuous striped bicycle lane, 10 midblock crosswalks, 12 roundabouts, traffic calming measures, and streetscape improvements (landscaping). NCTD has prepared comments, pursuant to the DEIR, regarding potential impacts to bus and rail operations, which are found in the attachment.

NCTD is committed to ensuring safety along its right-of-way (ROW) and is faced with increasing pressure from regulatory agencies to mitigate hazards posed by train and bus transportation. NCTD has multiple fixed bus routes and SPRINTER rail crossings within the proposed project corridor. The enclosed comments have been prepared to ensure public safety and regulatory compliance at the proposed roundabouts, rail and pedestrian crossings, bicycle lane, and streetscape improvements. As noted therein, certain design and location elements will need to be addressed to ensure the safety of the public and compliance with transit related regulations. NCTD respectfully requests that City staff work with NCTD to ensure all comments prepared for the North Coast Highway 101 Streetscape Improvement Project DEIR are considered for updates to the Final EIR for this project.

DEIR A3-1

It is NCTD's goal to work collaboratively with the City to ensure planned project goals are executed and mutually beneficial. If you have any questions about the comments enclosed with this letter, please feel free to contact me via e-mail at nfacchini@nctd.org, or at (760) 966-6537.

DEIR A3-1

Sincerely,

Nedina Facchini

Nedina Facchini
Senior Planner

Enclosures: Subject Matter Expert Comments on Draft Environmental Impact Report for Coast Highway Corridor Study

cc: Jacob Gould, Senior Legal Counsel, NCTD

No.	Date	Agency	Category	Summary of Comments	
1	8/4/2017	NCTD	ADA Compliance	All bus stops in the project area need to be brought into ADA compliance: a boarding and alighting area with a minimum of an 8'x5' flat, concrete surface that is unobstructed from the curb. Complete specifications are provided in the NCTD Bus Stop Development Handbook.	DEIR A3-2
2	8/4/2017	NCTD	Bus Stops	NCTD has multiple bus routes along Coast Highway, between Seagaze Drive and Vista Way. All bus stops along this corridor should have a minimum of a bench and shelter.	
3	8/4/2017	NCTD	Bus Stops	Two options for bus stops located at intersections with proposed roundabouts: 1.) Near-side stops must be constructed with a bus bulb out in order to ensure the bus is not blocked in at the stop by traffic waiting to enter the round-about. 2.) Far-side stops must be constructed with a bus pull out to ensure the bus will not block traffic exiting the roundabout, potentially creating safety hazards.	
4	8/4/2017	NCTD	Bus Stops	Make sure all bus stops have a clear path for two 40 foot buses to safely load and unload passengers. Avoid parking spaces or other obstructions at the stop. Bus stop dimensions are found in the NCTD Bus Stop Development Handbook.	
5	8/4/2017	NCTD	Bus Stops	Incorporate landscaping and street furniture that does not visually block transit passengers waiting at a bus stop to an approaching bus.	
6	8/4/2017	NCTD	Alternative #1	Page S-6: CPUC G.O. 88-B will need to be filed for altering Coast Hwy from 2 lanes to 4 lanes over Escondido Sub division Sprinter Tracks.	DEIR A3-3
7	8/4/2017	NCTD	Fencing	Fencing cannot interfere with visibility of any railroad warning devices or lights along Coast Highway.	DEIR A3-4
8	8/4/2017	NCTD	Parking	Cross Section showing parking along Coast Highway: General Comment: Parking is illegal within 7-1/2 feet from railroad tracks. Currently there are no Red Curbs painted near the Sprinter Tracks at Coast Highway. Project will need to assume the responsibility of enforcing no parking near railroad tracks.	DEIR A3-5
9	8/4/2017	NCTD	Roundabouts	Roundabouts CA MUTCD Section 8C.12 Grade Crossings Within or In Close Proximity to Circular Intersections Support: At circular intersections, such as roundabouts and traffic circles, that include or are within close proximity to a grade crossing, a queue of vehicular traffic could cause highway vehicles to stop on the grade crossing. Project to assume responsibility for addressing concern.	DEIR A3-6
10	8/4/2017	NCTD	Traffic	Evening Coaster and Sprinter rail transit service results in peaks of automobile traffic exiting the Oceanside Transit Center park and ride to access Coast Highway at Michigan and Missouri. A peak 15 minute traffic analysis should be performed for the PM Peak.	DEIR A3-7
11	8/4/2017	NCTD	Bus Stops	How will the existing NCTD Bus Stops be accommodated in this Streetscape design?	DEIR A3-8
12	8/4/2017	NCTD	Roundabouts	Could transit priority elements be added to the Coast Hwy and Wisconsin Ave roundabout? This intersection is important to both NCTD Bus Routes 101, 302 and 318 and to many of the transit customers driving to the Oceanside Transit Center park and ride.	DEIR A3-9
13	8/4/2017	NCTD	Bus Routes	Could transit priority elements be added to the Vista Way and Stewart Ave. intersection. NCTD Bus Route 302 uses Vista Way to serve the Hwy 78 corridor.	
14	8/4/2017	NCTD	Safety	Ensure the width of the lanes when down to one lane in direction of travel meets the minimum requirements for a 40' bus.	DEIR A3-10
15	8/4/2017	NCTD	Bus Routes	How will addition of Roundabouts effect bus routes and bus stop locations?. City should consider current bus routes, bus stop locations, and ability for NCTD busses to navigate the 12 proposed roundabouts?	
16	8/4/2017	NCTD	Bus Routes	What steps will be taken in order to minimize impact to NCTD buses and routes during construction?	DEIR A3-11
17	8/14/2017	NCTD	Rail	The project footprint is within the Sprinter track crossing; 2 blocks south of Coast and Oceanside Blvd. The City of Oceanside will need to get CPUC approval in the form of a GO88B. Also, a diagnostic review with the CPUC and the railroad will be required.	DEIR A3-12

Letter DEIR A3 Response — North County Transit District (NCTD) Nedina Facchini, Senior Planner August 24, 2017

DEIR A3-001 This introductory comment summarizes the project description as well as the various facilities and responsibilities of the commenter. In addition, this comment request that the City work with the commenter to ensure all comments prepared for the North Coast Highway 101 Streetscape Improvement Project DEIR are considered for updates to this FEIR for the project. The City has met with NCTD during the course of the development of the project to discuss their needs. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required.

DEIR A3-002 This comment summarizes various requirements and development standards necessary for the design and construction of bus stops along Coast Highway, including compliance with the Americans with Disabilities Act (ADA) requirements. The City has met with NCTD during the course of the project study effort to review NCTD bus operations and needs. The project design process, which would occur following certification of EIR, would include development of appropriate roadway and streetscape designs to accommodate NCTD bus operations and needs, including ADA requirements, which would be facilitated through discussion between the City and NCTD. Since this comment does not raise any issue concerning the adequacy of the DEIR, no further response is required.

DEIR A3-003 This comment states that the City will need to be file a California Public Utilities Commission (CPUC) General Order (G.O.) 88-B, which requires authorization of rail crossing modifications that meet certain criteria, for Alternative 1 for altering Coast Highway from 2 lanes to 4 lanes over Escondido Subdivision Sprinter Tracks. While this comment does not raise any issue concerning the adequacy of the DEIR, the City acknowledges that permits would be required from the CPUC during construction activities that cross railroad lines.

DEIR A3-004 This comment states that fencing cannot interfere with visibility of any railroad warning devices or lights along Coast Highway. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required.

DEIR A3-005 This comment states that parking is illegal within 7.5 feet of the railroad tracks and that the project would be required to enforce this law. While this comment does not raise any issue concerning the adequacy of the DEIR, the City acknowledges that enforcement of parking laws would be required with project implementation.

DEIR A3-006 This comment states that the project should address the potential of roundabouts causing a queue of vehicular traffic to stop on the grade crossing. The intersection of Coast Highway and Oceanside Boulevard is the only study intersection located in close proximity to an existing or planned grade crossing within the project's traffic study area. This intersection is proposed to be converted to a roundabout as part of the proposed project and is located about 625 feet north of the Sprinter grade crossing on Coast Highway.

Under Alternatives 1 through 3, this intersection would remain as a traffic signal controlled intersection in the existing condition scenario. Under the Existing + Project conditions, the peak 95th percentile vehicle queue for northbound Coast Highway, which is the critical movement associated with potential conflicts with the Sprinter tracks, is forecast to be 1.8 vehicles (about 35 feet) in AM peak hour and 15 vehicles (300 feet) in the PM peak hour. In the Future + Project conditions, the AM peak hour 95th percentile queue is forecast to be 2.2 vehicles (44 feet), while the PM peak hour 95th percentile queue is forecast to be 50.7 vehicles (1,000 feet). With the proposed project mitigation measure for the project scenario to maintain the existing traffic signal in place of the proposed roundabout, there is no anticipated impact from vehicle queues at the grade crossing resulting from the roundabout at Coast Highway and Oceanside Boulevard. No revision to the EIR is required in response to this comment.

DEIR A3-007 This comment states that a peak 15-minute traffic analysis should be performed for the PM Peak Hours to ensure that vehicular traffic caused by evening Coaster and Sprinter services are accounted for in the traffic analysis. The Traffic Impact Analysis contained in the DEIR as well as the revised Traffic Impact Analysis contained in the PRDEIR follow the City's traffic study guidelines, which call for the analysis of traffic conditions during the typical weekday AM and PM peak hours. Therefore, the traffic analysis contained in this EIR has accounted for increased vehicular traffic caused by evening rail transit services in the PM peak hours.

DEIR A3-008 This comment questions how NCTD bus stops would be accommodated in the project's proposed streetscaping design. Please refer to response A3-002 for a response to this comment.

DEIR A3-009 This comment requests that transit priority elements be added to the intersections of Coast Highway and Wisconsin Avenue and Vista Way and Stewart Avenue, as these intersections are important to various NCTD bus routes. As stated above, the project design process, which would occur following certification of EIR, would include development of appropriate roadway and streetscape designs to accommodate NCTD bus operations and needs. These designs would be developed by the City in discussion with NCTD. In addition, the intersection of Vista Way and Stewart Avenue was analyzed as a two-way-stop-controlled (TWSC) intersection with free flowing traffic for the east/west direction. Under

this configuration, bus routes moving in the east/west direction at this intersection do not stop.

DEIR A3-010 This comment asks how the addition of roundabouts would affect bus routes and stops locations and states that the roadway design under the project can accommodate a 40-foot bus. Please refer to response DEIR A3-002 for a response to this comment.

DEIR A3-011 This comment inquires about impacts to bus routes and facilities during construction of the project. As stated in Section 3.14, *Traffic and Transportation*, of the PRDEIR, construction of the Complete Streets improvements would require partial lane closures during construction of the roundabouts. However, MM-Complete Streets-TRAF 3 would require the construction contractor to prepare a Traffic Control Plan, which would show all signage, striping, delineated detours, flagging operations, and any other devices that would be used during construction to guide motorists, including buses, safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan would be prepared in accordance with the City's traffic control guidelines. The Traffic Control Plan would ensure that congestion and traffic delay are not substantially increased as a result of the construction activities.

DEIR A3-012 This comment states that since the project footprint is within the Sprinter track crossing, the City would need to get CPUC approval in the form of a G088B. Also, a diagnostic review with the CPUC and the railroad would be required. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. The City appreciates NCTD's participation in the planning and environmental review process.

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
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(619) 767-2370

October 5, 2017

John Amberson
Transportation Planner
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Re: Draft Environmental Impact Report Coast Highway Corridor Study Project

Dear Mr. Amberson:

Commission staff appreciates the opportunity to review and provide comments on the Coast Highway Corridor Study Draft Environmental Impact Report. The project consists of two components: Complete Streets improvements and a new Incentive District. The Complete Streets project includes modifications and improvements to approximately 3.5 miles of Coast Highway from its northern terminus at Harbor Drive, south to Eaton Drive. The changes include new roundabouts at up to 12 intersections, mid-block crosswalks, a reduction in travel lanes from four to two, continuous bike lanes, and additional landscaping improvements. The majority of the Complete Streets project is within the City of Oceanside's coastal development permit jurisdiction, but portions of the project fall within the Commission's appeal jurisdiction and the Commission's permit jurisdiction. The portions within the Commission's permit jurisdiction (including near San Luis Rey River, Loma Alta Creek, and south of Eaton Street near Buena Vista Lagoon) will require a coastal development permit from the Commission. DEIR A4-1

The second component of the Coast Highway Corridor Study is the creation of a new Incentive District that generally surrounds Coast Highway, from Seagaze Drive, south to Eaton Street and from Ditmar Street, west to Pacific Street. The Incentive District is divided into three subarea types: nodes, commercial villages and transitional avenues and it will be implemented through new zoning provisions. The proposed ordinance encourages redevelopment by allowing greater densities, increased height, reduced parking standards, and expanded permitted land uses. In exchange for these development incentives, projects would be required to provide community benefits. Adoption of the Incentive District requires a Local Coastal Program Amendment to amend both the City's Land Use Plan and Implementation Plan.

Specific comments on the draft EIR are included below, separated by the two project components.

Complete Streets

- *Traffic and Alternatives:* Staff appreciates that the traffic study conducted for the project occurred during the summer, capturing conditions when the public would be travelling to and accessing the coast. However, the EIR should clarify how many traffic counts were conducted and if any counts occurred during a holiday or weekend when beach traffic is expected to be greatest.

DEIR A4-2

Under existing traffic conditions and without the project, all study intersections operate at an acceptable level of service (LOS). Under existing conditions and with the project, two intersections will operate at an unacceptable LOS. Under future traffic conditions and without the project, two intersections will operate at an unacceptable LOS. Under future traffic conditions and with the project, ten intersections will operate at an unacceptable LOS. The EIR proposes to mitigate the two unacceptable LOS intersections under existing conditions + project. The EIR also proposes mitigation measures for eight of the ten unacceptable LOS intersections under future conditions + project; however, two of the intersections cannot be mitigated with significant and unavoidable impacts projected at Coast Highway/Wisconsin Avenue and Vista Way/Stewart Street.

DEIR A4-3

While the multimodal enhancements are expected to improve local mobility, including safer pedestrian and bicycle access, these improvements should not come at the expense of coastal access by other visitors. Commission staff acknowledges that pedestrian and cycling enhancements will also serve public access but the EIR should demonstrate that lane reductions and/or street modifications will not result in significant traffic delays that would eventually discourage coastal visitors, especially regional users. Coast Highway/Highway 101 through the coastal communities serves as a scenic drive and visitor destination where users often just enjoy driving along the corridor and sightseeing. It is also unclear from the EIR and traffic analysis if the impacts on traffic are due to the construction of the roundabouts or the lane reductions, please clarify.

In addition, the City should analyze the feasibility of an alternative that includes only the minimum safety improvements (bike lane and mid-block crosswalks) without reducing the number of lanes along Coast Highway. Finally, the EIR does analyze several project alternatives, but it is unclear which option is the City's preferred alternative, please clarify.

DEIR A4-4

DEIR A4-5

- *Parking:* It is unclear how the public parking supply along Coast Highway will be impacted. The Project Description section of the EIR states that parking would be added or maintained along some segments of the roadway, but in other segments it would be removed. However, for some segments of the roadway, parking is not described, either currently or as proposed. The EIR should address what specific impacts to parking are expected to occur and should indicate the total number and location of parking spaces, both currently and with completion of the proposed project. Losses should be minimized or avoided by providing appropriate offsets, especially where that parking serves beach visitors. DEIR A4-6

- *Construction:* Development of the "Complete Streets" project is expected to occur in phases, beginning with the northernmost segment and traveling southward. The EIR states that partial intersection closures would occur for construction of the proposed roundabouts; however, some through-traffic would be maintained at all times. Coast Highway is a major coastal accessway and construction of the complete streets improvements could negatively impact public access to the coast. The City should consider scheduling construction outside of the summer season when public access to the coast is at its peak. In addition, the EIR should describe where construction staging areas are proposed and any associated impacts. DEIR A4-7

- *Views:* The EIR proposes to construct up to 12 roundabouts along Coast Highway at existing intersections. LCP Policy 6.4 states, "The City shall maintain existing view corridors through public rights-of-way" and Policy 6.13 states, "New development shall utilize optimum landscaping to achieve the following effects: [...] c. Frame and accent (but not obscure) coastal views." The EIR concludes that because the proposed roadway improvements are two feet in height or less, there would be no impacts on public views. However, because many of the existing coastal views occur along the east to west streets, the EIR should specifically address how plants, trees, and other development proposed to occur within the roundabouts would impact views of the water, including visual simulations of the proposed development. DEIR A4-8

- *Water Quality:* The project is adjacent to several water bodies, including San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon. While the EIR discusses water quality BMPs proposed during construction of the project, the EIR should discuss water quality impacts associated with the project itself and should include opportunities to reduce and treat urban runoff and improve water quality in DEIR A4-9

adjacent water bodies, such as with infiltration basins, improved drainage, reduction of impermeable surfaces, etc.

DEIR A4-9

Incentive District

- *Land Use Changes:* The project includes changes to the City's Land Use Plan to: 1) allow mixed-use and residential uses in the General Commercial designation, 2) allow mixed-use in the Coastal Dependent, Recreation, Visitor-Serving Commercial designation, and 3) delete the Light-Industrial land use designation. Changes to the LUP would be accompanied by the Incentive District Ordinance, a new zoning program which further specifies that development in the "avenue" segments may consist of stand-alone residential (no development incentives offered), while mixed-use developments within the "nodes" or "commercial villages" segments must provide a minimum commercial FAR of 0.20 or 0.25, depending on the lot size.

  The EIR references a 2014 market analysis that indicated strong support for residential uses in the project area as motivation for the proposed Incentive District. The EIR concludes that development anticipated under the Incentive District would result in a similar pattern of development as is expected under current conditions, but redevelopment should occur at a faster rate. Given the changes in permitted land uses in support of residential uses, it is unclear how the new land use designations and incentive program will result in the same development as what is possible under current policies. The EIR should clarify how future build out under the Incentive District compares to future build out under current conditions. In addition, the EIR should demonstrate that the City will have adequate visitor-serving commercial developments to serve the public under the Incentive District in the future, assuming the project area is developed to its full residential potential.

DEIR A4-10

DEIR A4-11

  While Commission staff concurs in concept that the entire Coast Highway corridor does not need to be commercially developed, the City must document that both the current and foreseeable demand for visitor commercial uses will be met. The City needs to identify and explain where prime visitor nodes are expected and then reserve such areas, including regulations to achieve the land use goals. The City should consider incorporating additional measures in the Incentive District Ordinance to encourage visitor-serving commercial uses and pedestrian orientation, such as by restricting residential uses to the upper levels of

DEIR A4-12

mixed-use projects, requiring frontage along Coast Highway to be commercial in specific segments, etc.

DEIR A4-12

- *Height:* Projects proposed in the node segments could have a maximum height of 65 feet with an average height of 55 feet. The existing height limitation in this portion of the City is 45 feet or 4 stories, although much of Coast Highway appears to be developed with mostly one- and two-story buildings. The EIR should clarify if this height increase is available to all parcels in the node subareas, or just those with frontage along Coast Highway. In addition, the EIR should evaluate how this height increase is consistent with the certified LCP, if it will impact any public coastal views or surrounding community character, and should include visual simulations.

DEIR A4-13

- *Views:* The EIR concludes that the Incentive District will not significantly impact views; however, it is appears that the proposed setback requirements may impact views along the east-west streets, especially in the node subareas where there is no minimum side-yard setback. Please clarify how the proposed setbacks differ from existing requirements and analyze any potential impacts on public views as a result, including through visual simulations.

DEIR A4-14

- *Parking:* The Incentive District modifies parking requirements for residential, eating and drinking establishments, and other non-residential uses. Standards for visitor accommodations would be the same as existing standards for hotels, and personal services would remain the same as well.

  Compared to existing standards, which are based on bedrooms and dwelling units, the Incentive District determines parking requirements for new residential developments based on a square footage standard. Because of the change in metric, it is unclear how this would impact required parking, whether it would increase or reduce the required amount of parking for new residential developments. In accordance with LCP Policy 2.17, residential developments should be required to provide adequate parking to accommodate residents without adversely impacting the public parking supply. The EIR should address how this change in parking requirements will differ from current standards and if the change would affect the existing parking supply.

DEIR A4-15

  Eating and drinking establishments and non-residential uses would also be required to provide fewer parking spaces under the proposed standards. The EIR

DEIR A4-16

should address how the proposed parking requirements will impact available public parking along the Coast Highway corridor and near the beach, both currently and at full development of the Incentive District, using a "worst-case scenario" where the project area is fully developed with the minimum parking allowed.

DEIR A4-16

- *Biology:* The EIR states that development of projects under the Incentive District could result in direct impacts to riparian habitat, possible wetlands, and other sensitive habitats located near Loma Alta Creek, Buena Vista Lagoon, and southwest of the Eaton Street and South Coast Highway intersection. However, the EIR would require formal site-specific identification of habitat and, if found, would require all impacts to be mitigated consistent with the City's MHCP. Although the MHCP has been implemented since 2010, it has not been formally adopted by the City and it has not been certified by the Commission. The EIR should clarify what direct impacts are expected and provide further discussion of these identified impacts, including the amount. In addition, the EIR should clarify how the proposed impacts to wetlands would be consistent with the City's LUP and policies regarding the diking, dredging, and filling of coastal waters (Policy III.C.4) or the protection of Buena Vista lagoon and Loma Alta Creek (Policies V.C.1, 2,7 and 8).

DEIR A4-17

We look forward to future collaboration on the Coast Highway corridor, and appreciate the commitments presented within the study to preserve and enhance coastal resources. If you have any questions or concerns, please do not hesitate to contact me at our San Diego District Office.

DEIR A4-18

Sincerely,

Kaitlin Carney
Coastal Planner

Letter DEIR A4 Response

California Coastal Commission (CCC)
Kaitlin Carney, Coastal Planner
October 5, 2017

DEIR A4-001 This comment provides an introduction to the comment letter and restates the project description. This comment also states that implementation of the project would require the City to obtain a coastal development permit from the CCC for the Complete Streets improvements and to process a Local Coastal Program Amendment to the City's Land Use Plan and Implementation Plan for the Incentive District. While this comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the DEIR, the City appreciates the commenter's input on the required coastal approvals to implement the project. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR A4-002 The comment requests clarification on the timing of the traffic counts used in the TIA, specifically if the counts were collected during a holiday or weekend when beach traffic is anticipated to be greatest. As stated in the TIA prepared for the DEIR (IBI 2017), the TIA analyzed traffic conditions during the weekday AM and PM peak hours, using traffic counts obtained during the peak summer season as traffic is typically the highest during the summer months and thus captures a conservative representation of traffic conditions. This approach is consistent with the City of Oceanside's traffic study guidelines, which does not recommend the analysis of traffic conditions during a holiday or weekend event for traffic impact studies. In addition, new traffic counts for the Caltrans interchanges were taken in March 2018 during the AM and PM peak hours as part of the revised TIA (2018) prepared for the PRDEIR.

DEIR A4-003 This comment states that with project implementation two intersections would have significant and unavoidable traffic impacts in future conditions as determined by the analysis in the TIA prepared for the DEIR. This comment also requests that the EIR demonstrate that the lane reductions and/or street modifications would not result in significant traffic delays that would eventually discourage coastal visitors, especially regional users, and asks for clarification on whether traffic impacts are due to the construction of the roundabouts or the lane reductions.

While the commenter is correct in its characterization of the significant and unavoidable traffic impacts determined in the TIA (2017) for the DEIR, new traffic impacts were determined based off the revised TIA (2018) prepared for the PRDEIR in 2018. Specifically, the revised TIA (2018) and the PRDEIR concluded that significant and unavoidable traffic impacts would occur at four intersections with project implementation based on the removal of the buildout of

the Vista Way/SR-78 & I-5 Interchange Project (i.e., it excludes HOV lanes and ramps) from the traffic model.

The EIR for the Coast Highway Corridor Project includes a comprehensive traffic impact analysis that assesses traffic conditions for both weekday peak hours and full weekday conditions. The traffic analysis was conducted using methodology that is consistent with the guidelines and requirements of the City of Oceanside, Caltrans, and SANDAG. The proposed roadway improvements identified in both the DEIR and PRDEIR are intended to incorporate Complete Streets enhancements to the Coast Highway corridor, enhancing the experience and safety for residents and visitors traveling the corridor, regardless of their mode of travel. As shown in the PRDEIR, seven of the ten intersections identified as impacted in future conditions can be sufficiently mitigated with the measures identified in the PRDEIR. Additionally, the proposed roundabouts are intended to promote more consistent vehicle flow through the corridor with the proposed reduction in travel lanes, when compared to traffic conditions with traffic signals. The four locations with significant and unavoidable impacts would not impact the overall progression and flow of traffic through the corridor, but would be areas of localized delay where forecasted delays would impact lower volume cross-streets more than the higher volume corridors of Coast Highway and Vista Way. Based on the results of this comprehensive traffic impact analysis, the proposed project is not forecasted to significantly impact regional traffic patterns or access to the coastal portions of Oceanside.

In addition, as stated in Section 3.14, *Transportation and Traffic,* of the PRDEIR, any partial lane closures required along Coast Highway during construction of the Complete Streets improvements and the Incentive District would require the preparation and implementation of a Traffic Control Plan, which would show all signage, striping, delineated detours, flagging operations, and any other devices that would be used to guide motorists, including buses, safely through the lane closure and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan would be prepared in accordance with the City's traffic control guidelines. The Traffic Control Plan would ensure that congestion and traffic delay are not substantially increased and would also detail how to access to the corridor, adjacent businesses, and the coastal areas during lane closures. Therefore, project implementation would not discourage coastal visitors from visiting the coastal zone in the city of Oceanside but would rather enhance coast visitors experience of Oceanside's coastal zone.

DEIR A4-004 This comment states that the City should analyze the feasibility of an alternative that includes only the minimum safety improvements (bike lanes and mid-block crosswalks) without reducing the number of lanes along Coast Highway. Due to the narrow curb-to-curb width (approximately 56 feet) of Coast Highway for the majority of the corridor, it is not feasible to implement Class II striped bike lanes on Coast Highway without removal of a traffic lane or on-street parking. Given

the commercial nature of the corridor, the proximity to the beach, and the existing and forecast traffic volumes, it was determined during the project development and community outreach process that removal of a traffic lane was preferable to removal of on-street parking to incorporate the proposed complete street improvements.

The No Project Alternative provides the most comparable analysis to the alternative that the commenter suggests as other safety improvements other than bike lanes, such as mid-block crosswalks and additionally lighting, would not substantially change the existing level of operation currently experienced along Coast Highway as these types of improvements do not directly affect the flow of traffic as they are used sporadically and are not predictable components of the traffic system. As discussed in Chapter 5, *Alternatives,* in the PRDEIR, the No Project Alternative would primarily have similar impacts as the proposed project with reduced impacts related to noise and vibration, public services, transportation and traffic, and utilities and greater impacts related to cultural resources (refer to Page 5-133 of the PRDEIR). However, while the No Project Alternative would not achieve any of the project objectives, this alternative was included in the environmental analysis for comparative purposes and to satisfy the requirements of the CEQA Guidelines.

DEIR A4-005 This comment acknowledges that the DEIR analyzes several project alternatives but requests clarification on which alternative is the City's preferred alternative. In Chapter 5, *Alternatives,* of the DEIR, Alternatives 1 and 2 were identified as the environmentally superior alternatives based on reduce impacts, especially traffic impacts, compared to the proposed project. However, with the revised analysis in the PRDEIR, it was determined that Alternative 3, which limits the Complete Streets improvements and the Incentive District from Harbor Drive to Morse Street, is the environmentally superior alternative. While the DEIR and PRDEIR identified the environmentally superior alternative in compliance with the CEQA Guidelines, the City has not identified a preferred alternative as each project alternative has been analyzed at a level of detail to allow the City to adopt any of the alternatives in place of the proposed project if it so chooses. Due to the controversy of the project, the City included evaluations of the alternatives, which were identified through agency and public input as well as direction from the City Council, in order to be able to adopt either the proposed project or one of alternatives based on the environmental document.

DEIR A4-006 This comment states that the DEIR lacks information on the project's impact to parking along Coast Highway, where there is no definitive determination of the addition or loss of parking spaces. The comment also emphasizes the importance of avoiding or offsetting any loss of parking spaces along Coast Highway as parking serves coastal users. While analysis of parking is not required under CEQA, the City acknowledges the CCC position on ensuring adequate parking is provided in the coastal zone and has included the following summary of the

parking analysis conducted for the proposed project, which is included as an appendix of the revised TIA (2018). The table below summarizes the change in the number and location of on-street parking spaces along Coast Highway between existing conditions, the proposed project, and the project alternatives, as presented in the revised TIA (2018) included in the PRDEIR.

Segment	No Project	Project	Alternative 1	Alternative 2	Alternative 3
Harbor to SR-76	45	45	45	45	45
SR-76 to Wisconsin	199	149	149	149	149
Wisconsin to Oceanside	98	79	79	79	79
Oceanside to Morse	6	92	6	92	92
Morse to Vista	95	95	95	95	95
Corridor On-Street Parking Total	443	460	374	460	460

As shown in the table above, the proposed project and Alternatives 2 and 3 would increase the public on-street parking supply along Coast Highway from approximately 443 spaces to 460 spaces. In contrast, Alternative 1 would result in a reduction in overall on-street parking supply, because of the inability to add new on-street parking in Segment 4 between Oceanside Boulevard and Morse Street. The project, Alternative 2, and Alternative 3 do redistribute some on-street parking supply from segment 2 (SR 76 to Wisconsin Avenue) to segment 4 (Oceanside Boulevard to Morse Street). This redistribution of parking supply does not impact coastal access as both segments are equal distance to the coast. Furthermore, segment 2 has substantially more existing public parking resources that serve the coastal zone and beach areas than does segment 4, so a redistribution of this public parking supply may have a net benefit for beach access as well as for businesses located in South Oceanside.

DEIR A4-007 This comment states that construction of the Complete Streets improvements should be scheduled outside of the summer season when public access to the coast is at its peak and also states that the DEIR should describe where proposed construction staging areas would be located. Prior to construction of the Coast Highway corridor improvements, the City of Oceanside would prepare a construction traffic management plan to address traffic detours, pedestrian and bicycle mobility, and conditions during construction so coastal access is maintained during construction. Since the parameters of the construction phases are preliminary at this time, the City has not identified staging areas for the project at this time. However, the City anticipates that staging would typically occur within construction work zones in Coast Highway's right-of-way as well as on previously developed or disturbed City-owned or private-leased parcels near the corridor in order to minimize impacts or inconveniences during construction.

DEIR A4-008 This comment states that the DEIR should specifically address how landscaping and other development proposed within the roundabouts would impact views of the Pacific Ocean and should include visual simulations of the proposed development.

Prior to publishing the PRDEIR, the City surveyed and assessed the existing views of the Pacific Ocean from various vantage points along and in proximity to Coast Highway to further support the conclusions of the DEIR. This additional information was included in the PRDEIR. The photographs of each vantage point and visual assessment of the views are contained in the Coastal View Corridor Assessment (refer to Appendix D of PRDEIR). As summarized in Table 3.1-1, *Summary of Coastal View Corridor Assessment for the DEIR (2018)*, in Section 3.1, *Aesthetics,* of the PRDEIR, 7 of the 24 vantage points assessed where determined to have a good (5 vantage points) or exceptional (2 vantage points) view of the Pacific Ocean. Of those seven vantage points, only one vantage point (Surfrider Way) which offers a good view of the Pacific Ocean includes an intersection where a roundabout is proposed under the project. However, existing impediments at Surfrider Way include an existing median consisting of low-lying shrubs, scattered palm trees and signs, which are similar in character to the proposed Complete Streets improvements. Therefore, implementation of the Complete Streets improvements would not substantially change the current visual character of this intersection and would not affect its designation as a "good" quality view corridor. All other roundabouts are proposed at vantage points that have been designated as having limited or minimal views of the Pacific Ocean, where implementation of the Complete Streets improvements would not significantly impact those views. Furthermore, for any intersection improvements over 36 inches, the City would evaluate the improvement using the Coastal View Corridor Assessment to determine how to design or locate the improvements to avoid impacts to existing and potentially restored coastal views within the Coast Highway Corridor.

DEIR A4-009 This comment states that the DEIR should include an analysis of water quality impacts associated with the Complete Streets improvements and include opportunities to reduce and treat urban runoff and improve water quality. As discussed in Section 3.8, *Hydrology and Water Quality,* of the DEIR, all appropriate source-control best management practices (BMPs), temporary construction BMPs, and permanent stabilization and erosion control BMPs would be implemented during construction, even though the Complete Streets improvements are not subject to the City's Standard Urban Stormwater Mitigation Plan. Implementation of the abovementioned BMPs in combination with the BMPs included in the project-specific stormwater pollution prevention plan and City requirements would minimize or eliminate the potential for sediment and other pollutants to be discharged from the project area.

Following completion of the Complete Streets improvements, the majority of the Complete Streets improvements area would continue to be paved and developed, and would not contain large areas of exposed soil or other construction-related materials. Areas of landscaping within the Complete Streets improvements would contain permeable soils, stabilized by vegetation, resulting in less runoff being discharged into the existing storm drain system, and ultimately the Pacific Ocean. Per City SUSMP requirements, all development projects must implement permanent stabilization and erosion control BMPs to prevent erosion and topsoil loss from occurring during the lifetime of the development. Thus, with implementation of operational BMPs and vegetation, the potential for sediment and other pollutants to be discharged from the Complete Streets improvements area would be minimized.

DEIR A4-010 This comment requests clarification on how future buildout under the Incentive District compares to future buildout under current conditions. As discussed in Section 3.11, *Population and Housing,* of the DEIR, adoption of the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning within the Incentive District boundaries. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth in the area directly affected by the Incentive District (i.e., the Incentive District zone boundaries). However, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations, which allow for similar densities and intensities of development.

The DEIR and PRDEIR properly examines traffic and other impacts based on a projection method which is used to address the anticipated future condition with implementation of the project. Table 2-1 of the DEIR and PRDEIR summarizes the anticipated land use development that could occur with adoption of the Incentive District through the year 2035. CEQA does not require assessment of a maximum build (sometimes referred to as "buildout") scenario. Due to regulatory constraints, physical constraints, and foreseeable market conditions, realization of this scenario is not reasonably foreseeable and is highly unlikely. Given the highly unlikely and speculative nature that a maximum build scenario would occur within the project area, this scenario was determined to be inappropriate for inclusion in the EIR. The growth forecast to 2035 is a reasonable growth projection and was used to examine project impacts. For purposes of comparison, Table 2-1 was revised in the PRDEIR to include estimates for projected development to 2035 without the proposed project, and with the proposed project within the Oceanside Coast Highway Project Area and the traffic analysis study area.

DEIR A4-011 This comment also requests that the DEIR demonstrates that the City would have adequate visitor-serving commercial to support the public under the Incentive District in the future. The DEIR does not include an analysis of the adequacy of visitor-serving commercial to support the public under the Incentive District as this is not an environmental impact required to be evaluated in an EIR per the CEQA Guidelines. However, as referenced on page 2-21 of the DEIR, a market analysis was conducted by Keyser Marston Associates for the Coast Highway study area that estimates supportable demand by land use category through 2030. The market analysis estimates a low and high range of potential square footage demand for retail/restaurant uses, with the high end of the range supporting 265,000 square feet by 2030. Furthermore, the market analysis indicates that the estimate for retail/restaurant demand considers the demand from new residential, office and hotel development and to the degree that these sectors do not meet the projections in the analysis, the demand for new retail/restaurant space would be correspondingly reduced. Table 2-1 of the PRDEIR provides projections of potential development within the proposed project study area. The "Retail" category estimates the potential for 1,919,000 square feet of retail uses, far exceeding the supportable demand for retail uses estimated in the market analysis. The market analysis supports the intent of the proposed project to create a better balance of land uses that would stimulate redevelopment through a targeted increase of residential, office, hotel, and retail/restaurant development in appropriate locations within the study area. In addition, the Incentive District introduces a minimum commercial requirement for mixed-use development and the expansion of allowed visitor serving and recreational uses throughout the Incentive District which would further support adequate opportunities for visitor-serving commercial uses within the study area.

DEIR A4-012 This comment states that the City needs to identify and explain where prime visitor nodes are expected and reserve these areas in order to achieve the land use goals. This comment also suggests incorporating additional measures into the Incentive District to encourage visitor-serving commercial uses and pedestrian orientation. The City acknowledges the comment and notes its suggestions for additional measures to be incorporated into the Incentive District. However, the issue is beyond of the scope of CEQA, and does not need to be address within the EIR. The City appreciates the commenter for participating in this process. This comment will be included as part of this FEIR for the public record, review, and consideration by the decision-makers prior to a final decision on the project.

DEIR A4-013 This comment states that the proposed maximum building height of 65 feet in the nodes is substantially taller than current height restrictions and existing building heights along the corridor. This comment also requests clarification on if the height increase is applicable to all parcels in the node areas or those with frontage along Coast Highway and if the height increase is consistent with the certified Local Coastal Plan. The proposed height increase would be applicable to all parcels within the Node areas in exchange for one or more public benefits

including public open space, public parking, or commercial floor area exceeding a floor area ratio of 25 percent. The Incentive District is an alternative to (and not a replacement of) existing zoning standards requiring public benefits and adherence to form-based development standards in order to take advantage of the additional height allowances. The intent of these allowances is to target appropriate development intensities for mixed-use development in Node areas, served by public transit. This is consistent with California Public Resources Code Section 30252 and 30253 which encourages new development to facilitate the provision or extension of transit service, provides for commercial facilities within or adjoining residential development and sites new development to minimize vehicle miles traveled. In addition, Section 1130C of the City's Zoning Ordinance currently allows "high-rise structures" to exceed height limits, with no prescribed maximum, subject to approval of a conditional use permit. The Incentive District also further restricts height limits for standalone residential projects within Avenue segments to an average building height of 35 feet, in contrast to the underlying allowance of 45 feet for standalone commercial or mixed-use projects. As stated on page 2-25 of the DEIR, the City would be required to process and adopt a Local Coastal Program Amendment to ensure consistency with the Incentive District.

DEIR A4-014 This comment requests clarification on how the proposed setbacks differ from existing requirements and states that any potential impacts on public views as a result should be addressed. As described in response DEIR A4-008, the City surveyed and assessed the existing views of the Pacific Ocean from various vantage points along and in proximity to Coast Highway to further support the conclusions of the DEIR. This additional information was included in the PRDEIR. The photographs of each vantage point and visual assessment of the views are contained in the Coastal View Corridor Assessment (refer to Appendix D of the PRDEIR). As summarized in Table 3.1-1, *Summary of Coastal View Corridor Assessment for the DEIR (2018)*, in Section 3.1, *Aesthetics,* of the PRDEIR, 7 of the 24 vantage points assessed where determined to have a good (5 vantage points) or exceptional (2 vantage points) view of the Pacific Ocean. The two exceptional view locations are located outside the Incentive District and are not subject to proposed changes to development standards. Only one of the 5 vantage points determined to have a good view is located within the Incentive District at Seagaze Drive. The current side yard setback requirement for properties along Seagaze Drive within the Incentive District are 0 feet and 10 feet at corner lots. The Incentive District at Seagaze Drive requires no minimums and a 10-foot maximum. Proposed setback standards are consistent in this area and additional form based standards would apply ensuring key building elements are designed to enhance street frontages where private development meets the public street providing enhanced protection of public views.

DEIR A4-015 This comment requests that the DEIR address how the change in parking requirements under the Incentive District would differ from current standards and affect the existing parking supply. As stated above in response DEIR A4-006, while the DEIR did not include an analysis of parking demand or parking impacts as that is not an environmental impact required to be evaluated in an EIR per the CEQA Guidelines, the proposed project and Alternatives 2 and 3 would increase the public on-street parking supply along Coast Highway from approximately 443 spaces to 460 spaces. In contrast, Alternative 1 would result in a reduction in overall on-street parking supply, because of the inability to add new on-street parking in Segment 4 between Oceanside Boulevard and Morse Street. In addition, the Incentive District planning effort includes the development of a Parking Management Strategies Report, which identifies a series of recommendations and strategies to address anticipate parking demand that would occur with new development in the Inventive District. These strategies include shared parking, new public parking facilities operated by the City, and incentives for new development to provide public parking in addition to private parking for the uses proposed on-site. Together, these strategies are intended to provide sufficient parking supply to accommodate existing and future parking demand within the boundaries of the Incentive District.

DEIR A4-016 Please refer to response DEIR A4-006 and DEIR A4-015 above.

DEIR A4-017 This comment states that the DEIR should provide further discussions on the direct impacts to biological resources, including quantified impacts for specific locations, which are expected with implementation of the Incentive District and clarify how proposed impacts to wetland would be consistent with the City's Local Coastal Plan. As discussed throughout the DEIR, due to the lack of details and uncertainty in the timing, location, and nature of future development and/or redevelopment projects proposed under the Incentive District, environmental impacts associated with the Incentive District were analyzed at a programmatic level.

Due to the lack of detail and uncertainty of the types and locations of future projects proposed under the Incentive District, the DEIR included adequate mitigation measures to ensure all potential impacts, either direct or indirect, to biological resources would be minimized or reduced to a less than significant level through incorporation of mitigation. Furthermore, the City could determine that additional biological surveys or mitigation measures are required for biological resources during review of the project application based on the location and/or nature of a future project under the Incentive District, which would ensure project-specific compliance with the City's biological resources policies, including the Local Coastal Plan. Alternatively, if a future project proposed under the Incentive District cannot demonstrate full consistency and coverage under the Coast Highway Corridor Study EIR, that project applicant would be required to complete subsequent environmental review in accordance

with CEQA and the CEQA Guidelines. With these safeguards in place, the DEIR has evaluated potential impacts to biological resources and provided measures to protect these resources adequately and consistent with CEQA.

DEIR A4-018 This comment provides a conclusion to the commenter letter and expresses appreciation for the project's commitments to preserve and enhance coastal resources. The comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. The City appreciates the Coastal Commission's involvement in this process. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

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V1. CHAPTER 3
DEIR – Individual Responses

This chapter contains the comment letters received from members of the public, including organizations and individuals, on the proposed Coast Highway Corridor Study Project (project) Draft Environmental Impact Report (DEIR) and the City of Oceanside's (City's) responses to significant environmental points that were raised in those comments. Each letter and each individual comment within the letter has been given an assigned letter and number for cross-referencing. Responses are sequenced to reflect the order of comments within each letter. **Table V1.3-1** lists all individuals who submitted comment letters on the proposed project during the public review period.

It should be noted that while the comments below were received on the DEIR, the responses have been crafted based on the most updated information per environmental topic, which could pull from the DEIR or the Partially Recirculated Draft Environmental Impact Report (PRDEIR) or a combination of the two depending on the content of the comment. Specifically, comments related to transportation and traffic, aesthetics, alternatives, and the environmental topics covered by the Errata of the PRDEIR are responded to based on the updated information and revised analyses contained in the PRDEIR. Comments related to all other topic areas are responded to based on the analyses and information included in the DEIR.

TABLE V1.3-1
LIST OF INDIVIDUAL COMMENTERS ON THE DEIR

Letter No.	Commenter	Date of Comment	Comment Page Number	Response Page Number
DEIR I1	Henry and Terri Hawthorn	7/11/2017	V1.3-3	V1.3-5
DEIR I2	Colleen Balch	7/13/2017	V1.3-7	V1.3-8
DEIR I3	John Stump	7/23/2017	V1.3-10	V1.3-47
DEIR I4	Donna Geierman	7/28/2017	V1.3-48	V1.3-50
DEIR I5	Jane McVey	8/7/2017	V1.3-56	V1.3-58
DEIR I6	Steven M. Orme	8/10/2017	V1.3-60	V1.3-62
DEIR I7	Joan Bockman	8/24/2017	V1.3-64	V1.3-69
DEIR I8	Lisa Hamilton	8/24/2017	V1.3-76	V1.3-77
DEIR I9	Arleen Hammerschmidt	8/24/2017	V1.3-79	V1.3-81
DEIR I10	Jane Marshall	8/25/2017	V1.3-83	V1.3-87

TABLE V1.3-1
LIST OF INDIVIDUAL COMMENTERS ON THE DEIR

Letter No.	Commenter	Date of Comment	Comment Page Number	Response Page Number
DEIR I11	Mindy Martin	8/25/2017	V1.3-93	V1.3-94
DEIR I12	Greg and Kathy Sampson	8/25/2017	V1.3-95	V1.101
DEIR I13	Michael Odegaard	8/26/2017	V1.3-103	V1.3-109
DEIR I14	Pete Penseyres	8/27/2017	V1.3-111	V1.3-114
DEIR I15	Mike and Joan Bullock	8/28/2017	V1.3-118	V1.3-121
DEIR I16	Gary Davis	8/28/2017	V1.3-122	V1.3-123
DEIR I17	Bill Fischer	8/28/2017	V1.3-124	V1.3-126
DEIR I18	Nadine L. Scott	8/28/2017	V1.3-128	V1.3-136
DEIR I19	Carolyn Krammer	8/28/2017	V1.3-147	V1.3-148
DEIR I20	Chris Swortwood	8/28/2017	V1.3-150	V1.3-152
DEIR I21	John P. Erskine	8/28/2017	V1.3-155	V1.3-162
DEIR I22	CM Rocco	8/28/2017	V1.3-168	V1.3-174
DEIR I23	Sally Prendergast	8/28/2017	V1.3-182	V1.3-191
DEIR I24	Debra Sutton	8/28/2017	V1.3-203	V1.3-204
DEIR I25	Joel West	8/28/2017	V1.3-205	V1.3-208

Dear Mayor Wood and Members of the City Council,

The Coast Highway Corridor Plan is a great opportunity for needed improvements, especially if it extends to the south to at least Vista Way. However, please consider the following three areas of concern as input for the Coast Highway Corridor Plan Environmental Impact Report. DEIR I1-1

Public Safety

As do other La Salina Mobile Village residents, we go to the beach and back nearly every day, crossing the Coast highway twice each time. When the weather is nice we cross more often. The change to two lanes has slowed traffic, reduced noise and made our crossings much easier and safer.

In the interest of public safety, please include the existing Coast Highway bike lanes from Morse to Oceanside Boulevard and the proposed crosswalk to the Loma Alta Creek beach path in the plan. Adding a crosswalk lined up with, or close to, the Loma Alta Creek beach path would greatly improve pedestrian safety in two ways.

First, it would eliminate unsafe jaywalking that occurs as pedestrians cross the highway to get to and from the beach path. Jaywalking occurs because the only two controlled places to cross are the intersections at Morse and Oceanside Boulevard, both far from the path to the beach. DEIR I1-2

Second, the crosswalk would encourage people to use the path instead of walking west to the end of Morse, down the dirt bank and across the railroad tracks to Buccaneer Park and the beach. Pedestrian traffic will also increase with the proposed beautification of the creek between the highway and railroad. Crossing the tracks is not only illegal, it is dangerous.

The inclusion of the bike and traffic lanes, as currently configured, and the crosswalk will improve safety and the quality of life for residents of La Salina and surrounding neighborhoods. Importantly, doing so will also provide a safe route for children walking and riding their bikes to school.

With regard to roundabouts at intersections I find them acceptable from a driving standpoint but they must include provisions for safe crossing by pedestrians. Provisions for pedestrian crossing may be in the plan but if not they need to be included. DEIR I1-3

Traffic Flow

At the March 29, 2017, workshop one of the speakers stated that it took an excessive amount of time to enter Coast Highway traffic due to the single lane in each direction. That is not our experience based on entering and leaving La Salina in both directions numerous times over the years. We have entered the stream of cars as we leave the La Salina Mobile Village at those times when vehicles stretch from Morse to Oceanside DEIR I1-4

Boulevard, often in both directions. It never takes more than a minute or a minute and a half, if that long. The traffic is not always dense but when it is, without fail, someone in traffic yields and lets us in. Granted it may be more difficult in an RV but as the owner of Oceanside RV Park stated, it is not a big problem. The owner of Paradise by the Sea RV Park stated that they have on the order of 3,000 RVs entering and leaving the park each year. That means, on the average since it is a 24/7 year-round business, they have 8 RVs a day entering and leaving. Important too is that the RVs do not all enter or leave at the same time. Check in time is from 2:00 PM to11:00 PM, a nine-hour window. Check out time is from 7:00 AM to 11:00 AM, a four-hour window. There will be some that leave at a high traffic time but those entering and leaving Oceanside RV Park face the same traffic and, as noted above, the owner stated that it is not a big problem.

DEIR I1-4

Also, at the same workshop, mention was made that it took 10 minutes to get from "the dip" to Rite Aid at Oceanside Boulevard. I have made the drive from La Salina to Rite Aid numerous times and can tell you that it never has it taken me that long, even at heavy traffic times.

The chart and data provided by resident Mindy Martin (same as requested by Mayor Wood and the City Council) supports the fact that the single lane of traffic in each direction has not resulted in unacceptable travel times. The inclusion of roundabouts could improve travel times.

Building Heights

The maximum building height of 65 feet is not acceptable. The height detracts from, as one resident at the workshop described it, the "beachy" look and feel of the Coast Highway and adjacent neighborhoods. Single story construction is much more conducive to keeping the coastal look and feel. In any case, development must not turn the highway, in particular from Vista Way to Oceanside Boulevard, in to a "canyon".

DEIR I1-5

In closing we would ask that our comments stated above be given serious consideration and included as input for the Coast Highway Corridor Plan Environmental Impact Report. Addressing our concerns will enhance the plan and the resulting development will turn the corridor in to a destination for Oceanside visitors and a place of pride for residents.

DEIR I1-6

Respectfully,

Henry Hawthorn
Terri Hawthorn

Henry and Terri Hawthorn
110 Sherri Lane
Oceanside, CA 92054

July 11, 2017

Letter DEIR I1 Response — Henry and Teri Hawthorn July 11, 2017

DEIR I1-001 This comment expresses support of project implementation to at least Vista Way and provides an introduction to the areas of concern described in the following comments below. While this comment does not specifically address the adequacy of the environmental analysis provided in the DEIR, the City appreciates these commenters' support of the proposed project and this comment is included in this Final Environmental Impact Report (FEIR) for consideration by the City prior to a final decision on the project.

DEIR I1-002 This comment expresses the opinion of this commenter that the existing bike lane from Morse to Oceanside Boulevard should remain and a crosswalk should be added at Loma Alta Creek as components of the project to increase public safety along Coast Highway. While this comment does not specifically address the adequacy of the environmental analysis provided in the DEIR, the City appreciates the commenters' suggestions on the design of the proposed project and thus this comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR I1-003 This comment requests that provisions for pedestrian crossings should be incorporated into the design of the proposed roundabouts as a means to increase public safety. The City has prepared 30 percent preliminary engineering design plans as part of the Coast Highway Corridor Study, separate from the Environmental Impact Report (EIR) process. These preliminary design plans include a crosswalk to the Loma Alta Creek beach path and a bike lane from Morse Street to Oceanside Boulevard. Subsequent stages of more detailed design would address specific conditions related to sidewalk and parkway width and curb locations. In response to this comment, the following language has been added into Chapter 2, *Project Description*, of the EIR contained in Volume 3 of this FEIR to provide clarification of the inclusion of pedestrian crosswalks in the proposed roundabouts (also refer to Chapter 2, *Errata*, of Volume 3 of this FEIR):

> "Further, key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, traffic-calming measures, and streetscape enhancements, such as removing dead trees and replanting trees. <u>The 12 roundabouts would include dedicated, setback pedestrian crosswalks along all roadways leading into the roundabout, as shown in **Figure 2-5**. In combination with the 10</u>

> mid-block crosswalks, the proposed project would result in 22 new pedestrian crosswalks along Coast Highway, which would increase pedestrian safety and allow for greater access to the coastal area. These enhancements to the landscaping and roadway would help implement the vision of the corridor established within the Vision Plan."

DEIR I1-004 This comment explains existing traffic flows and states the commenters' personal driving times within the project area, especially in South Oceanside. In addition, these commenters emphasize that single travel lanes have not resulted in unacceptable travel times as shown by the chart and data provided by Mindy Martin at a City workshop and states that roundabouts may help to improve travel times. While this comment does not specifically address the adequacy of the environmental analysis provided in the DEIR, the City appreciates the commenters' input and this comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR I1-005 This comment expresses opposition to the increased building heights of 65 feet and states that future development along Coast Highway should not turn into a "canyon." As discussed in Section 3.1, *Aesthetics*, of the DEIR and the Partially Recirculated DEIR (PRDEIR), operation of the Incentive District would allow increased height of buildings only in Node areas with discretionary approval up to a maximum of 65 feet compared to the existing limit of 45 feet. The Incentive District would also establish regulations intended to promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms. Therefore, as projects are submitted to the City for approval under the Incentive District, the City's planning process would ensure that building heights are varied to avoid a "canyon" effect in the Node areas.

DEIR I1-006 This conclusory comment requests that the areas of concern described in the comments above be included as part of the EIR and be considered prior to final decision on the project. The City appreciates this commenter for participating in this process and this comment is included in this FEIR for consideration by the City prior to a final decision on the project.

From: COLLEEN COLLEEN [mailto:mschief1132@sbcglobal.net]
Sent: Thursday, July 13, 2017 11:54 AM
To: John Amberson
Cc: Michelle Skaggs Lawrence
Subject: DEIR for Coast Hwy

I am just now starting to go through this, but I have found errors and I believe they should be corrected and reprinted for the public. DEIR I2-1

Here are a few:

When listing schools that are impacted Palmquist isn't listed but it is directly across the street from Lincoln Middle School DEIR I2-2

In the document regarding available street parking it mentions no parking on on Coast Hwy between O'side Blvd. and Morse. There is parking on both sides. pg. 3.14.1

page 3.14.2 states there is parallel parking on O'side Blvd. between Coast Hwy and I-5 There is none. DEIR I2-3

pg. 3.14.40 states the median curbs would be built low so FD can traverse. Then says the curbs are 2 feet high. What??? I would also like to see Coast Hwy coned off as proposed and see the FD making these turns. DEIR I2-4

in the last appendix 13. Table two is completely missing. DEIR I2-5

These are the ones I have found today. This is a legal document and as such should not have these issues, I have not reviewed it in its entirety but these are not small mistakes. I will continue to send these to you along with my final comments. DEIR I2-6

Respectfully,

Colleen Balch

Letter DEIR I2 Response

Colleen Balch
July 13, 2017

DEIR I2-001 The City acknowledges this comment as an introduction to comments that follow, and appreciates this commenter for participating in this process. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR I2-002 This comment states that Palmquist Elementary School hasn't been included as a listed school in vicinity of the proposed project in the DEIR. It is acknowledged that Palmquist Elementary School is in the vicinity of the proposed project. Section 3.12, *Public Services*, of the DEIR analyzed impacts to four schools (South Oceanside Elementary, Laurel Elementary, Lincoln Middle School, and Oceanside High School) in the vicinity of the proposed project area with implementation of the proposed project. The analysis concluded that the proposed project would result in less than significant impacts to these schools as new development under the Incentive District would be required to pay the applicable school fees established by the City at the time of issuance of a building permit. With the addition of Palmquist Elementary School to the baseline conditions of the analysis, the conclusion would not change as all future development under the Incentive District would still be required to pay the applicable school fees, which would be allocated to individual schools at the City's discretion. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR I2-003 This comment states that the DEIR incorrectly states that on-street parking is not currently allowed along Coast Highway between Oceanside Boulevard and Morse Street in Section 3.14, *Transportation and Traffic*, of the DEIR. This comment is not accurate as the DEIR was correct in stating that on-street parking is not currently allowed along Coast Highway between Oceanside Boulevard and Morse Street due to the presence of a Class II striped bicycle lane, with the exception of a very short segment on the north side of Coast Highway north of Loma Alta Creek where on-street parking is allowed. While this clarification of the existing baseline conditions was incorporated into the revised Traffic Impact Analysis (TIA) (2018) prepared in support of the PRDEIR, this minor clarification does not change any of the conclusions of the DEIR.

This comment also states that the DEIR incorrectly states that parallel parking is currently allowed along Oceanside Boulevard between Coast Highway and I-5 in Section 3.14, *Transportation and Traffic*. The DEIR states that parallel parking is permitted along Oceanside Boulevard between Coast Highway and I-5, which is inaccurate as the commenter has stated. The reference to parallel parking along Oceanside Boulevard between Coast Highway and I-5 was removed from the

revised TIA (2018) prepared for the PRDEIR. Section 3.14, *Transportation and Traffic,* of the EIR contained in Volume 3 of this FEIR has updated accordingly to reflect this change as well. However, this change to the existing baseline conditions is considered a minor textual change and does not change any of the conclusions of the DEIR.

DEIR I2-004 This comment questions how the Oceanside Fire Department fire trucks would be able to traverse the future center median along Coast Highway in an event of an emergency as the DEIR states that the center median curbs would be two feet tall. The DEIR incorrectly states that the center median curbs would be two feet tall instead of stating that the center median would be two feet wide. Section 3.14, *Transportation and Traffic*, of the PRDEIR was revised to correct the design parameters of the proposed center median curbs to state that curbs would be approximately two feet in width (refer to page 3.14-48 of the PRDEIR).

DEIR I2-005 This comment states that Table 2 in Appendix 13, LUP Text Amendments, is missing. This was an oversight during production of the DEIR and Table 2 has been provided in Chapter 2, *Errata*, and in the appendices of the EIR contained in Volume 3 of this FEIR. The addition of this table does not change any conclusions of the DEIR and no changes have been made to the analysis of the DEIR in response to this comment.

DEIR I2-006 The City acknowledges this comment as providing the conclusion of the comment letter, and appreciates this commenter for participating in this process. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

From: JOHN STUMP City Hieghts 92105 [mailto:mrjohnstump@cox.net]
Sent: Sunday, July 23, 2017 3:37 PM
To: John Amberson
Subject: CEQA / NEPA comments on Oceanside Environmental document

Dear Mr. Amberson,

Please include the attached letter concerning Climate Change Impacts and the email below as comments on your pending environmental document , as featured in Sunday's Union Tribune. DEIR I3-1

My comment is, in summary, that business as usual can no longer continue. The City of Oceanside can no longer develop a Carbon intense economy , like tourism and believe that it does not significantly contribute to climate change. Projects that increase the capacity for tourism visitors are contrary to climate action plans, unless there is a finding that there is no feasible alternative. DEIR I3-2

Here is the reference to Environmental Full-Cost Accounting & True Cost Accounting, which should be part of your analysis of the impacts of any proposed project Please include this article in your comments section https://en.wikipedia.org/wiki/Environmental_full-cost_accounting I have attached the national accounting handbook on this form of accounting and request that you include it as a portion of my comments.

The attached letter, on page two, makes specific recommendations for an effective climate action plan and projects. DEIR I3-3

I have attached a copy of the successful CEQA suit , Sierra Club v County of San Diego, which was filed while I was Chairman of the San Diego Sierra Club.

I request written responses to my comments and notice of future documents and hearings.

All the best,
John W. Stump, III
Attorney at Law
Under the Big Tree At 3 Leaf
2415 Shamrock Street
City Heights, California 92105
619-281-4663
NO SERVICES WITHOUT WRITTEN CONTRACT

JOHN STUMP
2411 Shamrock Street
City Heights, California 92105
619-281-4663 **mrjohnstump@cox.net**

December 14, 2015

San Diego City Council
202 C Street
San Diego, California 92101

By E-Mail **councilchambers@sandiego.gov, cityclerk@sandiego.gov**

RE: AGENDA ITEMS 110, 111, and 330 States of Emergency Sewage, Housing, & Climate Change

Dear Honorable City Council, Mayor Faulkner, and City Attorney Goldsmith,

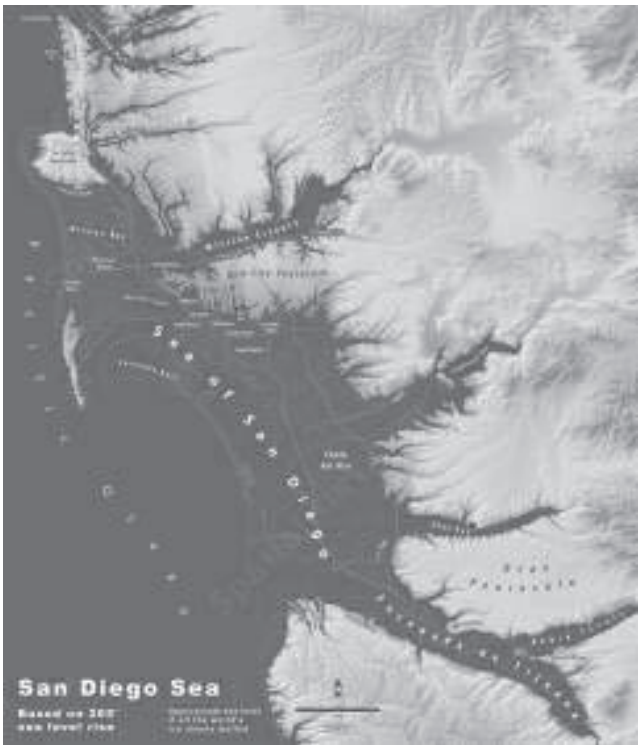
This is my third submission concerning proposals to address states of emergency caused by poor planning, over population and resultant climate change. My letter of December 3, 2015, my Council Comment, and this submission attempt to focus the Council's attention on the depth of the crisis we face and that much of the challenges we must address are of our own making *. A very talented and good spirited team has prepared a proposed Climate Action Plan which I urge you to adopt. This plan is ***TL²***, but it is a start. A late and a very window dressing start but at least a start.

As we proceed to the next decade, Leadership will realize that much more action is needed because we acted too late and did too little. Your adopted plan needs to**: 1.** Emphasize real time and annual feedback adjustments, based on worsening conditions AND **2.** Require a serious evaluation of the definition of our REGION including its underlying economic assumptions or industries. The article: ***When the End of Human Civilization Is Your Day Job,*** ESQUIRE, John H. Richardson, July 7, 2015, http://tinyurl.com/n9a8pxm makes clear that the steady CO^2 Keeling warming curve will soon accelerate to become a Hockey Stick rocket to disaster. Bad things are coming and they are coming fast!

Three items on today's agenda, items 110, 111, and 330 should be considered together as they are related and reflect the crisis we face. For nearly 100 years San Diego leadership has chosen an economic engine based primarily on never ending development and ever bigger tourism promotion. Our city has expanded faster than services and infrastructure could keep up with the demands for water, sewage waste processing and housing for resultant low income jobs. Leadership has failed to consider that San Diego and Tijuana are conjoined cities like Buda & Pest and operates like San Dejuana. We have picked an economy that is a fast food high carbon diet and the health consequences are catching up with us.

San Diego's greatest Environmental Mayor, Pete Wilson, has been honored for his foresight for starting a compact and vital downtown, so as to forestall urban sprawl. Unfortunately, Mayor Wilson's foresight did not include the ever accelerating challenges of Global Warming and Sea Level rise, as the ice caps and glaciers melt. The likely future of San Diego's Downtown and Convention / Stadium(s) / Hospitality / Hotel zone will be facing flooding or be under water before the taxpayer Bonds and financing mortgages can be paid off.

As Leaders, the Mayor and Council can no longer adopt politically correct public Climate Action Plans and then continue to fund and enable the high carbon generating Tourism /Hospitality sector and un constrained development. The Courts have not supported this ***"Business As Usual"*** approach – Sierra Club v County of San Diego http://tinyurl.com/hjpebey



A serious Climate Action Plan would begin the transition away from the high polluting / carbon generating Tourism / Hospitality industrial sector to cleaner less impact economic base. Illustrative of the ***CO2*** creating economy that our City Leaders fund promote and enable are the San Diego Regional Airport's nearly 19 million passengers and nearly 200,000 flight operations (See: http://tinyurl.com/zf5kqa7) and the more than 4 million annual visitors each on city land leased to Zoo Global and SeaWorld (See: http://tinyurl.com/ptkgcoq). City leadership must stop funding, enabling, and promoting tourism and switch these resources to other climate friendly businesses. Budget is policy; stop spending money that promotes harm and fosters climate changing ***CO2***.

Here are some next steps, past ***"Business As Usual":***

1. ***STAINABILLITY IMPACT ANALYSIS:*** Require a Sustainability Impact Analysis for each major contractual or budgetary expenditure. Analysis should cover Climate Change Impacts, Water used, Storm Water generated, Traffic generated, Growth Induced and related items.
2. ***ECONOMIC RESTRUCTURING AND REFOCUS:*** Begin a deliberate restructuring and refocusing of the economic sectors enabled and fostered by City Budget spending. Select industries based on their climate action plan sustainability and wage potential for residents.
3. ***PLAN FOR OCEAN RISE AND FLOODING:*** Revise development code and planning documents to begin to move major public and private building investments out of the likely future flood zones. Require insurances and bonds for structure removal and discontinuation of City services to these areas so that taxpayers are required to pay for flood prone developments.
4. ***TRANSITION TO EXECUTIVE AND EMPLOYEE ELECTRIC VEHICALS AND TRANSIT NOW:*** Adopt policies and plans to provide City reimbursement of Car Allowances and mileage only to Zero Emission Vehicles, beginning with the officials elected in 2016. Employee parking for non-Zero Emission Vehicles should be phased out over the next 5 years.

Most native San Diegans would agree that our region has declined over the past 50 years. Housing is less affordable, water, more polluted, beaches less accessible schools of lesser quality and roads more congested. City leadership has bought into a vision that enriches developers and promotes growth toward becoming a Mega City, from Baja to Oceanside. This Noah Cross vision of becoming the Shanghai of California does not profit our people, but the old developers and is incompatible with a meaningful Climate Action Plan.

Again thank you and your very talented team for a good beginning. Adopt it, after further review and revision, as a very first step on a long marathon race to avoid the Sixth Extinction.

Respectfully,

John Stump *** These materials and their links and attachments are incorporated herein by reference.**

Filed 10/29/14 Certified for publication 11/24/14 (order attached)

COURT OF APPEAL, FOURTH APPELLATE DISTRICT

DIVISION ONE

STATE OF CALIFORNIA

SIERRA CLUB, Plaintiff and Respondent, v. COUNTY OF SAN DIEGO, Defendant and Respondent.	D064243 (Super. Ct. No. 37-2012-00101054-CU-TT-CTL)

APPEAL from a judgment of the Superior Court of San Diego County, Timothy Taylor, Judge. Affirmed.

Thomas E. Montgomery, County Counsel, and C. Ellen Pilsecker, Chief Deputy County Counsel, for Defendant and Appellant.

Law Office of Malinda R. Dickenson, Malinda R. Dickenson; Chatten-Brown & Carstens, Douglas P. Carstens and Josh Chatten-Brown for Plaintiff and Respondent.

This action arises out of the County of San Diego's (County's) 2011 general plan update, wherein the County issued a program environmental impact report (PEIR), and adopted various related mitigation measures. In this action the Sierra Club sought, in a

petition for writ of mandate, to enforce one mitigation measure adopted by the County: the Climate Change Mitigation Measure CC-1.2 (Mitigation Measure CC-1.2). With Mitigation Measure CC-1.2, the County committed to preparing a climate change action plan with "more detailed greenhouse gas [GHG] emissions reduction [GHG] targets and deadlines" and "comprehensive and enforceable GHG emissions reductions measures that will achieve" specified quantities of GHG reductions by the year 2020.

However, the Sierra Club alleged that instead of preparing a climate change action plan that included comprehensive and enforceable GHG emission reduction measures that would achieve GHG reductions by 2020, the County prepared a climate action plan (CAP) as a plan-level document that expressly "does not ensure reductions." The County also developed associated guidelines for determining significance (Thresholds). According to the Sierra Club, review of the CAP and Thresholds project under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) was performed after the fact, using an addendum to the general plan update PEIR, without public review, without addressing the concept of tiering, without addressing the County's failure to comply with the express language of Mitigation Measure CC-1.2, and without a meaningful analysis of the environmental impacts of the CAP and Thresholds project.

The court granted the petition, concluding that the County's CAP did not comply with the requirements of Mitigation Measure CC-1.2 and thus violated CEQA. The court found that the CAP did not contain enforceable GHG reduction measures that would achieve the specified emissions reductions.

The County appeals, asserting (1) the statute of limitations bars the claim that the mitigation measures are not enforceable; (2) the CAP met the requirements of Mitigation Measure CC-1.2; and (3) that the trial court erred in finding that a supplemental EIR was required. We affirm.

FACTUAL AND PROCEDURAL BACKGROUND

A. *Executive Order S-3-05*

In 2005 then-California Governor Arnold Schwarzenegger issued Executive Order No. S-3-05,[1] which acknowledged California's vulnerability to the effects of climate change and established targets for reducing GHG emissions in California over time. Specifically, Executive Order No. S-3-05 set statewide targets for three points in time: 2010, 2020, and 2050. The target for 2010 (2010 Target) was to reduce emissions to the levels they were at in the year 2000. The target for 2020 is to reduce emissions to the levels they were at in 1990 (2020 Target). The target for 2050 is that emissions be 80 percent below the levels they were at in 1990 (2050 Target).

Executive Order No. S-3-05 was based on then-available climate science and represented California's share of worldwide GHG reductions necessary to stabilize climate. As the Attorney General explained, "Executive Order [No.] S-3-05 is an official policy of the State of California, established by gubernatorial order in 2005, and designed to meet the environmental objective that is relevant under CEQA (climate stabilization)."

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1 On March 24, 2014, the County requested that we take judicial notice of Executive Order No. S-3-05. We grant that request.

B. *The Legislature Addresses the Need for GHG Emission Reductions*

In response to Executive Order No. S-3-05, the California Legislature enacted the California Global Warming Solutions Action of 2006, Assembly Bill No. 32. (Health & Saf. Code, § 38500 et seq.) Consistent with Executive Order No. S-3-05, Assembly Bill No. 32 required the California State Air Resources Board (CARB) to determine 1990 levels of GHG emissions and then to establish "a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020." (Health & Saf. Code, § 38550.) Assembly Bill No. 32 also stated that GHG reductions must continue after 2020, requiring that the statewide greenhouse gas emissions limit established by CARB "remain in effect unless otherwise amended or repealed" (Health & Saf. Code, § 38551, subd. (a)) and further that "[i]t is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020." (Health & Saf. Code, § 38551, subd. (b).) Assembly Bill No. 32 also required that CARB "prepare and approve a scoping plan [for] achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions by 2020." (Health & Saf. Code, § 38561, subd. (a).)

In December 2008 CARB approved the scoping plan. The scoping plan "identifies California's cities and counties as 'essential partners' within the overall statewide effort, and recommends that local governments set a GHG reduction target of 15% below 2005-2008 levels by 2020." Thus, it was acknowledged that CARB would accept this target as a substitute for the 1990 level referenced in Assembly Bill No. 32 and Executive Order No. S-3-05.

C. *The County's General Plan Update PEIR*

The County acknowledged in the general plan update PEIR that it needed to "reduce GHG emissions to 1990 levels by 2020" and that changes were required both in the community and in the County's operations, buildings, vehicle fleet, and with respect to its employee commutes, water, and waste.

A GHG emissions inventory was prepared as a special appendix (Appendix K). Appendix K set forth projected emissions reductions and assumptions then-available, and promised that the "Greenhouse Gas Reduction/Climate Action Plan, which will be prepared as an implementation strategy, will further detail the County's GHG emissions and how those reductions will occur."

There was extensive public comment on the general plan update, including from the California Attorney General:

> "[W]e encourage the County to (l) commit in the General Plan to adopt by a date certain a CAP with defined attributes (targets, enforceable measures to meet those targets, monitoring and reporting, and mechanisms to revise the CAP as necessary) that will be integrated into the General Plan; (2) incorporate into the General Plan interim policies to ensure that any projects considered before completion of the CAP will not undermine the objectives of the CAP; and (3) for all GHG impacts the County has designated as significant, adopt feasible mitigation measures that can be identified today and that do not require further analysis." (Fn. omitted.)

D. *Mitigation Measures*

The County thereafter promised to take a series of additional actions. These promises took the form of a group of climate change-related mitigation measures: Mitigation Measures CC-1.1 through CC-l.19 (the Mitigation Measures). The Mitigation

Measures included requirements to update, review, and implement County programs; implement a strategic energy plan; revise the zoning ordinance; coordinate with other entities; educate the public; reduce vehicle miles traveled and encourage alternative modes of transportation; and, based thereon, to revise the County guidelines for determining significance.

The County made the following finding with regard to Mitigation Measure CC-1.2:

> "[Mitigation Measure] CC-l.2 requires the preparation of a County Climate Change Action Plan within six months from the adoption date of the General Plan Update. The Climate Change Action Plan will include a baseline inventory of greenhouse gas emissions from all sources and *more detailed greenhouse gas emissions reduction targets and deadlines*. The County Climate Change Action Plan *will achieve comprehensive and enforceable GHG emissions reduction* of 17% (totaling 23,572 MTC02E) from County operations from 2006 by 2020 and 9% reduction (totaling 479,717 MTC02E) in community emissions from 2006 by 2020. Implementation of this Climate Change Action Plan will contribute to meeting the [Assembly Bill No.] 32 goals, in addition to the State regulatory requirements noted above." (Italics added.)

Mitigation Measure CC-l.2 formed the basis for Mitigation Measure CC-l.8, which required "revision of the County Guidelines for Determining Significance based on the Climate Change Action Plan."

Mitigation Measure CC-1.8, in turn, formed the basis for Mitigation Measure CC-1.7, which required that the County guidelines for determining significance anticipated by Mitigation Measure CC-1.8 incorporate CARB's recommendation for a threshold for determining significance of impacts on climate change. Should the recommendation "not be released in a timely manner," the County would "prepare its own threshold."

As required by CEQA (Pub. Res. Code, § 21081.6), the County incorporated a mitigation monitoring and reporting program (MMRP) into the general plan update PEIR.

Included in the MMRP was a promise to achieve GHG reductions by 2020 through comprehensive and enforceable GHG emission reduction measures. In addition to committing to the 2020 Target, the County also committed to compliance with the Executive Order No. S-3-05 trajectory. The County found "significant impacts associated with substantial climate-related risks" such as those "on water supply, wildfires, energy needs, and impacts to public health" would occur as a result of its general plan update. However, as a result of its commitment to adopt a CAP and Thresholds, and other mitigation measures, the County was able to make a finding that the climate change impacts anticipated by the general plan update PEIR would be avoided or substantially lessened.

E. *The CAP and Thresholds Project*

According to the County, the CAP was prepared for the following purposes:

1. To mitigate the impacts of climate change by achieving meaningful greenhouse gas (GHG) reductions within the County, consistent with Assembly Bill No. 32, the governor's Executive Order S-3-05, and CEQA guidelines (Cal. Code Regs., tit. 14, § 15000 et seq. [CEQA Guidelines]).

2. To allow lead agencies to adopt a plan or program that addresses the cumulative impacts of a project.

3. To provide a mechanism that subsequent projects may use as a means to address GHG impacts under CEQA.

4. To comply with the 2011 adopted County General Plan Environmental Impact Report (EIR) Mitigation Measure CC-1.2, Preparation of a Climate Action Plan.

Although compliance with Mitigation Measure CC-1.2 was one purpose of the CAP, two of the four purposes relate to preparation of the CAP as a plan-level document so that environmental review could be avoided on future projects that were determined to be below specified "thresholds." (CEQA Guidelines, § 15183.5.) However, the CAP did not mitigate climate change impacts consistent with Assembly Bill No. 32 and Executive Order No. S-3-05, did not satisfy the plan-level requirements of CEQA Guideline 15183.5, and it did not meet the requirements of Mitigation Measure CC-1.2

Instead, the CAP expressly acknowledged the possibility that "communitywide inventories will indicate that the community is not achieving its reduction targets" and admitted that the CAP "does not ensure reductions." Further, the CAP did not include a meaningful analysis of "measures that extend beyond the year 2020." Rather, the County documented that instead of continuing to reduce GHG emissions after 2020, GHG emissions allowed as a result of the general plan update were anticipated to *increase* after 2020.

The CAP and Thresholds were presented to the planning commission and the board of supervisors as "the project." The Thresholds, like the CAP, purport to expressly facilitate post-2020 development that would have significant adverse climate change impacts, without any consideration of post-2020 climate science as required by Assembly Bill No. 32 and Executive Order No. S-3-05.

F. *The Comment Period*

The Sierra Club submitted extensive comments to the County. In particular, the Sierra Club commented on the need to take action consistent with climate science and achieve the Assembly Bill No. 32 and Executive Order No. S-3-05 GHG emissions reductions targets. The Sierra Club also provided specific examples of feasible GHG Reduction measures that would actually reduce GHG emissions and could be adopted without delay. The Sierra Club submitted additional comments and testified at the planning commission hearing, attempted to appeal the planning commission's decision, and testified at the board of supervisors hearing.

G. *Proceedings Before the Planning Commission*

The final agenda for the April 27, 2012 regular meeting of the County Planning Commission Regulation Meeting made no reference to the associated Thresholds, which were also presented to the planning commission. Despite acknowledging the significant climate change effects as well as the requirements of Assembly Bill No. 32 and Executive Order No. S-3-05, staff took the position that no additional environmental review was required. The planning commission voted to adopt staff's recommendation with one addition relating to installation of electric vehicle recharging stations.

H. *Proceedings Before the Board of Supervisors*

The Project was placed on the agenda for the June 20, 2012 board of supervisors meeting as "County of San Diego Climate Action Plan (District: All)." The staff report and supporting documents presented to the board of supervisors included (1) the CAP, (2) the Thresholds, (3) the environmental documentation , and (4) public documentation.

The environmental documentation included a memorandum referencing "CEQA Guidelines Section 15164 Addendum to the County of San Diego General Plan Update [PEIR] (SCH 2002111067)" (Addendum) which was dated the same day as the hearing, June 20, 2012. The addendum defined the project as "the CAP and Significance Guidelines." The addendum included attachments entitled "Environmental Review Update Checklist Form" (environmental checklist) and "Environmental Review Update Checklist for County of San Diego Climate Action Plan." The environmental checklist included a determination by staff that the "new information included in the CAP and Significance Guidelines represent minor technical additions to the previously certified EIR."

At the board of supervisors hearing, staff acknowledged that "[s]tate and local measures in the climate plan are insufficient to achieve our target in 2035" and explained that the CAP measures were not required, but rather that staff "believe[d]" that "education and incentives" might produce a result.

The County also documented that GHG emissions were anticipated to *increase*, not decrease, after 2020. Staff explained that the County would not comply with Executive Order No. S-3-05 because "the State's plan right now goes out to 2020." Staff further explained to the Board of Supervisors that the Thresholds would result in a less than significant finding for greenhouse gas emissions for future development projects.

Ultimately, the board of supervisors took the following actions:

1. Adopted environmental findings including in attachment C.

> 2. Adopted the plan titled "County of San Diego Climate Action Plan (Attachment A)."

The only findings made by the County were the following:

> 1. The environmental impact report (EIR) dated August 3, 2011 on file with the Department of Planning and Land Use (DPLU) as Environmental Review Number SCH 2002111067 was completed in compliance CEQA and the State and County CEQA Guidelines and that the Board of Supervisors has reviewed and considered the information contained therein and the Addendum thereto dated June 20, 2012 on file with DPLU and attached thereto; and
>
> 2. There were no changes in the project or in the circumstances under which the project was undertaken that involved significant new environmental impacts which were not considered in the previously certified EIR dated August 3, 2011, that there was no substantial increase in the severity of previously identified significant effects, and that no information of substantial importance had become available since the EIR was certified as explained in the environmental checklist dated June 20, 2012 and attached thereto.

I. *The Sierra Club Files Suit*

The Sierra Club filed a petition for writ of mandate, challenging the June 20, 2012 approval of the CAP and Thresholds project, including the associated environmental review. The Sierra Club alleged that the CAP did not meet the requirements of Mitigation Measure CC-1.2, the Thresholds were not adopted pursuant to the requirements of CEQA Guideline section 15064.7, and that an EIR should have been prepared.

J. *The Trial Court's Decision*

The trial court determined that the CAP did not comply with the requirements for a CAP as set forth in Mitigation Measure CC-l.2, and thus violated CEQA. The trial court found that the CAP neither contained enforceable GHG reduction measures that

will achieve the specified emissions reductions, nor detailed deadlines for GHG emission reductions.

The trial court further found that the approval process violated CEQA, noting: "There is no showing that the County properly considered whether the CAP is within the scope of the PEIR" and that "environmental review is necessary to ascertain whether the CAP met the necessary GHG emission reductions when considering the CAP is merely hortatory and contains no enforcement mechanism for reducing GHG emissions."

Further, the trial court determined that whether or not the Thresholds were adopted was a subsidiary issue that did not need to be reached in light of the trial court's decision on the CAP (which formed the basis for the Thresholds) and the process by which it was approved.

DISCUSSION

I. *STANDARD OF REVIEW*

The Sierra Club and the County agree as to the applicable standards of review.

In reviewing the County's actions under CEQA, we must determine whether there was "a prejudicial abuse of discretion." (Pub. Resources Code, § 21168.5.) "'Abuse of discretion is established if the agency has not proceeded in a manner required by law, or if the determination or decision is not supported by substantial evidence.'" (*Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 486.)

"[A] reviewing court must adjust its scrutiny to the nature of the alleged defect." (*Vineyard Area Citizens for Responsible Growth, Inc.* v. *City of Rancho Cordova* (2007) 40 Cal.4th 412, 435 (*Vineyard*).) Challenges to an agency's failure to proceed in the

manner required by CEQA are subject to a significantly different standard of review than challenges that an agency's decision is not supported by substantial evidence. (*Ibid.*) Where the challenge is that the agency did not proceed in the manner required by law, a court must "determine de novo whether the agency has employed the correct procedures, 'scrupulously enforc[ing] all legislatively mandated CEQA requirements.'" (*Ibid*.)

Furthermore, when a prior environmental impact report has been prepared and certified for a program or plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project "is one of law, i.e., 'the sufficiency of the evidence to support a fair argument.'" (*Sierra Club* v. *County of Sonoma* (1992) 6 Cal.App.4th 1307, 1318.) "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." (*Id.* at p. 1319, fn. omitted.) The court "must set aside the decision if the administrative record contains substantial evidence that a proposed project might have a significant environmental impact; in such a case, the agency has not proceeded as required by law." (*Id.* at 1317.)

II. *OVERVIEW OF CEQA*

"The fundamental goals of environmental review under CEQA are information, participation, mitigation, and accountability." (*Lincoln Place Tenants Assn.* v. *City of Los Angeles* (2007) 155 Cal.App.4th 425, 443-444 (*Lincoln Place II*).) As the California Supreme Court has explained: "If CEQA is scrupulously followed, the public will know

the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees. [Citations.] The EIR process protects not only the environment but also informed self-government." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 392 (*Laurel Heights*).)

CEQA requires a public agency to prepare an environmental impact report (EIR) before approving a project that may have significant environmental effects. (Pub. Resources Code, § 21100.) The EIR is "'the heart of CEQA' . . . an 'environmental "alarm bell" whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.'" (*Laurel Heights, supra,* 47 Cal.3d at p. 392.)

CEQA authorizes the preparation of various kinds of environmental impact reports depending upon the situation, such as the subsequent EIR, a supplemental EIR, and a tiered EIR. (Pub. Resources Code, §§ 21166, 21068.5, 21093, 21094.) Whereas the subsequent EIR and supplemental EIR are used to analyze modifications to a particular project, a tiered EIR is used to analyze the impacts of a later project that is consistent with an EIR prepared for a general plan, policy, or program. (CEQA Guidelines, § 15385; compare Pub. Resources Code, § 21166 & CEQA Guidelines §§ 15162, 15163 & 15164 [referencing "the project"] with Pub. Resources Code, § 21093 [stating that later projects may use tiering].)

CEQA requires that "environmental impact reports shall be tiered whenever feasible." (Pub. Resources Code, § 21093, subd. (b).) Tiering means "the coverage of

general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs . . . incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared." (CEQA Guidelines, § 15385; Pub. Resources Code, § 21068.5.) In the context of program and plan-level EIR's, the use of tiered EIR's is mandatory for a later project that meets the requirements of Public Resources Code section 21094, subdivision (b). (Pub. Resources Code, § 21094, subd. (a).)

Another requirement of CEQA is that public agencies "should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." (Pub. Resources Code, § 21002.) "A 'mitigation measure' is a suggestion or change that would reduce or minimize significant adverse impacts on the environment caused by the project as proposed." (*Lincoln Place II, supra,* 155 Cal.App.4th at p. 445.)

If the agency finds that mitigation measures have been incorporated into the project to mitigate or avoid a project's significant effects, a "public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation." (Pub. Resources Code, § 21081.6, subd. (a)(1).)

If a mitigation measure later becomes "impracticable or unworkable," the "governing body must state a legitimate reason for deleting an earlier adopted mitigation

measure, and must support that statement of reason with substantial evidence." (*Lincoln Place Tenants Association v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1509 (*Lincoln Place I*).)

III. *ANALYSIS*

A. *Statute of Limitations Defense*

The County asserts that the Sierra Club's claim that the mitigation measures it adopted are not enforceable is barred by the statute of limitations because the Sierra Club should have challenged the County's approval of the general plan update EIR, not the CAP. We reject this contention.

The petition was filed 30 days after the County's June 20, 2012 approval of the CAP. In addition, the lawsuit was filed 29 days after the County filed a notice of determination (NOD). The Sierra Club's July 20, 2012 petition was timely filed 29 days after. Thus, the County triggered the 30-day statute of limitations set forth in Public Resources Code section 21167, subdivisions (b) and (e).

The Sierra Club is not challenging the validity of the general plan update PEIR or the enforceability of the mitigation measures provided in that document. Rather, the Sierra Club is challenging the project before the Board of Supervisors on June 20, 2012, and seeks to enforce a key mitigation measure set forth in the EIR and MMRP - Mitigation Measure CC-1.2.

Further, the Court of Appeal in *Lincoln Place II, supra,* 155 Cal.App.4th 425 rejected a similar argument to that made by the County. In that case, a tenants' association sought to compel the City of Los Angeles to enforce mitigation measures

contained in a vesting tentative tract map issued by the city. The city argued that the 180-day statute of limitations contained in Public Resources Code section 21167 for challenges to approval of projects without determining whether they have a significant effect on the environment barred the plaintiffs' action. In rejecting that action, the Court of Appeal held "[t]he statute's plain language demonstrates it has no application to this case seeking to *enforce mitigating conditions.*" (*Lincoln Place II,* at p. 453, fn. 23, italics added.)

Moreover, the cases cited by the County in support of its position are inapposite. The County cites *River Valley Preservation Project* v. *Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154 and *Friends of Davis* v. *City of Davis* (2000) 83 Cal.App.4th 1004 for the proposition that because the time period within which to challenge the general plan update EIR has expired, the EIR is conclusively presumed to have complied with CEQA. Here, however, the Sierra Club is not challenging the general plan update EIR, but the CAP and Thresholds project, and is seeking to enforce Mitigation Measure CC-1.2.

The County's reliance upon *Environmental Council of Sacramento* v. *City of Sacramento* (2006) 142 Cal.App.4th 1018 and *Mount Shasta Bioregional Ecology Center v. County of Siskiyou* (2012) 210 Cal.App.4th 184 is also unavailing. The petitioners in those actions were challenging the adequacy of the mitigation measures themselves. Here, the Sierra Club does not attack the adequacy of the mitigation measure in the general plan update PEIR. To the contrary, the Sierra Club's lawsuit is in *support* of the County's past findings and promises to achieve GHG Reductions.

B. *Failure To Proceed in a Manner Required by Law*

As detailed, *ante*, implementation of Mitigation Measure CC-l.2 was only one of the purported purposes of the CAP and Thresholds project. The CAP and Thresholds project also purports to be a plan-level document for use in review of later projects.

As we shall explain, *post*, with respect to the CAP as mitigation for a plan-level document, the County failed to proceed in the manner required by CEQA by proceeding with the CAP and Thresholds project in spite of the express language of Mitigation Measure CC-l.2 that the CAP "include . . . more detailed greenhouse gas emissions reduction targets and deadlines" and that the CAP "will achieve comprehensive and enforceable GHG emissions reduction" by 2020. With respect to the CAP as a plan-level document itself, the County failed to proceed in the manner required by law by failing to incorporate mitigation measures into the CAP as required by Public Resources Code section 21081.6.

1. *The County failed to adopt a CAP that complied with the requirements of Mitigation Measure CC-1.2*

"Mitigating conditions are not mere expressions of hope." (*Lincoln Place I, supra,* 130 Cal.App.4th at p. 1508.) Once incorporated, mitigation measures cannot be defeated by ignoring them or by "attempting to render them meaningless by moving ahead with the project in spite of them." (*Lincoln Place II, supra,* 155 Cal.App.4th at p. 450.) This is true even where subsequent approvals are ministerial. (*Katzeff v.California Department of Forestry & Fire Protection* (2010) 181 Cal.App.4th 601, 614 [public agency "may not authorize destruction or cancellation of the mitigation—whether or not

the approval is ministerial—without reviewing the continuing need for the mitigation, stating a reason for its actions, and supporting it with substantial evidence"].) If a mitigation measure later becomes "impractical or unworkable," the "governing body must state a legitimate reason for deleting an earlier adopted mitigation measure, and must support that statement of reason with substantial evidence." (*Lincoln Place I, supra,* 130 Cal.App.4th at p. 1509.)

a. *The CAP does not include enforceable GHG emissions required by Mitigation Measure CC-1.2*

When it adopted the general plan PEIR, the County promised to achieve specified GHG reductions by 2020. However, when it approved the CAP and Thresholds project, the County stated that the CAP does not ensure the required GHG emissions reductions. Rather, the County described the strategies as recommendations.

Until this litigation was initiated, the County described the CAP as the most critical component of the County's climate change mitigation efforts. The CAP was intended to "'provide[] the specific details associated with [the General Plan] strategies and measures for greenhouse gas (GHG) emissions reduction *that were not available* during the program-level analysis of the General Plan.'" (Italics added.)

The County agreed to the mitigating requirement of a CAP containing "comprehensive and enforceable GHG emissions reduction measures that will achieve" the specified GHG Reductions by 2020. This is because, as the County acknowledges, Executive Order No. S-3-05 requires consistent emissions reductions each year from

2010 through 2020 and then a greater quantity of emissions reductions each year from 2020 through 2050.

The County asserts that "[f]ive of the reduction measures incorporated into the CAP are also embodied in state or federal law" and that "CEQA permits reliance on existing regulatory standards as mitigation when it is reasonable to believe compliance will occur."

However, the County acknowledges that these measures will not, alone, achieve the specified GHG emissions reductions by 2020. In fact, the record shows that without local measures the requirements of Assembly Bill No. 32 will not be met.

Further, the record demonstrates that many of the mitigation measures set forth in the MMRP are not likely to achieve GHG emissions reductions by 2020 as promised by Mitigation Measure CC-1.2 because they are not currently funded. The record show that the County has not funded essential programs like replacing its own vehicle fleet, implementing water conservation programs, preparing town center plans, and reducing water demand. The County cannot rely on unfunded programs to support the required GHG emissions reductions by 2020, as Mitigation Measure CC-1.2 requires.

Transportation is a major concern, which the County concedes is the largest source of community GHG emissions. The Sierra Club presented evidence below that driving reductions needed to achieve Assembly Bill No. 32 and Executive Order No. S-3-05 targets are not met. The County did not dispute this evidence. The record shows that transit-related measures are either unfunded, that the County is not making meaningful

implementation efforts, and in some instances that the County is acting contrary to mitigation measures incorporated into the general plan update PEIR.

For example, two of the four transportation measures, T1 (increase transit sse) and T2 (increase walking & biking), rely on at least one unfunded program. In addition, measures T1 and T2, as well as T3 (increase ridesharing), also rely on "coordination" with SANDAG and/or other entities.

In response to Sierra Club's comments relating to the effectiveness of these measures as a result of current SANDAG (San Diego Association of Governments) priorities, the County did not request funds based on the fact that it does not control how SANDAG spends its money. As the County stated, "The County does not control regional plans or allocation of regional transportation funding." This position was rejected by the Supreme Court in *City of Marina v. Board of Trustees of the California State University* (2006) 39 Ca1.4th 341, 367 [holding respondent could not disclaim responsibility for making payments without first asking for funds].

The CAP's transportation section also does not include an analysis of the County's own operations, and the record appears to include contradictions even over programs over which the County has exclusive control, such as replacement of its own vehicle fleet with alternatively fueled vehicles. Although the County suggests it will implement "1 % greater efficiency per year", the County has not formally bound itself do so. Indeed, there is no mention of potential funding sources with respect to reductions related to County operations.

b. *The CAP contains no detailed deadlines for reducing GHG emissions*

As the trial court found, the CAP contained no detailed deadlines. The County argues on appeal that the 2020 goal and the timeframes set forth in the MMRP are sufficient to meet the requirement of "more detailed . . . deadlines." However, Mitigation Measure CC-1.2 expressly required that the CAP provide more detailed deadlines. If the County did not intend for the CAP to do anything further with respect to deadlines than already set forth, the County would not have used the word "more." Indeed, in addition to not providing the promised deadlines, the CAP acknowledges that it will not be effective unless it is updated.

c. *The evidence cited by the County*

The County asserts that CAP measures will be effective because "[p]articipation rates were discussed and modified," and the "feasibility of attaining reduction targets was assessed." However, the County does not cite any evidence in the record to support its belief that people will participate in the various programs to the extent necessary to achieve the reductions asserted, or even assert that feasible measures will actually be implemented.

Rather, the County cites to entire appendices and chapters of the CAP. However, information contained in appendices are "'not a substitute for "a good faith reasoned analysis."'" (*Vineyard, supra,* 40 Cal.4th at p. 442.) "The audience to whom an EIR must communicate is not the reviewing court but the public and the government officials deciding on the project." (*Id.* at p. 443.)

The County also asserts that the CAP "demonstrates a [GHG emissions] reduction of 19%." However, the CAP expressly states that it does not ensure reductions. Instead, the County's evidence relates to quantification of the respective measures. Quantifying GHG reduction measures is not synonymous with implementing them. Whether a measure is effective requires more than quantification, but an assessment of the likelihood of implementation. There is no evidence in the record that the above-referenced mitigation measures will make any contribution to achieving GHG emissions reductions by 2020.

2. *The County's failure to make findings regarding the environmental impact of the CAP and Thresholds project*

Instead of analyzing and making findings regarding the environmental effects of the CAP and Thresholds project, the County made an erroneous assumption that the CAP and Thresholds project was the same project as the general plan update. (*Sierra Club, supra,* 6 Cal.App.4th at p. 1320 ["section 21166 and its companion section of the [CEQA] Guidelines appear to control only when the question is whether more than one EIR must be prepared for what is essentially the same project"].) As a result, the County failed to render a "written determination of environmental impact" before approving the CAP and Thresholds project. (*No Oil, Inc.* v. *City of Los Angeles* (1974) 13 Cal.3d 68, 81; Pub. Resources Code, § 21151.) This constitutes a failure to proceed in the manner required by law. (*No Oil, supra,* 13 Cal.3d at p. 81.)

By inaccurately assuming the CAP and Thresholds project was the same project as the general plan update, the County failed to analyze the environmental impacts of the

CAP and Thresholds project itself. (*Natural Resources Defense Council, Inc.* v. *City of Los Angeles* (2002) 103 Cal.App.4th 268, 283 [holding CEQA violated where "no evidence that the [County] formally addressed whether or not the [] project fell within the concept of a 'tiered' EIR"].) As a result, the County never made the required findings that the effects of the CAP and Thresholds project were examined, mitigated, or avoided. (Pub. Resources Code, § 21094, subd. (a).)

The facts of the present case, as the trial court found, are similar to *Center for Sierra Nevada Conservation* v. *County of El Dorado* (2012) 202 Cal.App.4th 1156 (*CSNC*). In *CSNC,* the county prepared a general plan and PEIR. (*Id.* at p. 1162.) In the PEIR, one of the mitigation measures was the preparation of a management plan, including a fee program, to mitigate the general plan's impacts on oak woodland habitat. (*Id.* at p. 1163.) The initial study concluded that the project was merely an implementation of the county's general plan. (*Id.* at p. 1176.)

The Court of Appeal rejected this argument, holding that a tiered EIR was required to examine the management plan since the PEIR did not include sufficient details, rejecting the argument that the management plan was merely an implementation of the general plan. (*CSNC, supra,* 202 Cal.App.4th at pp. 1176, 1184-1185.)

The County attempts to distinguish *CSNC* by asserting the general plan update PEIR analyzed the same environmental issue addressed in the CAP. However, the record reveals that the necessary details were not available to the County at the time the general plan update PEIR was certified. Indeed, no component of the project, the CAP or the Thresholds, had even been created at the time of the general plan update.

As the Court of Appeal in *CSNC* explained:

> "That the preceding 2004 program EIR contemplated adverse environmental impacts resulting from development under the 2004 General Plan does not remove the need for a tiered EIR for the oak woodland management plan. . . . Here, the specific project—the oak woodland management plan (including Option B fee program)—required a tiered EIR to examine its specific mitigation measures and fee rate." (*CSNC, supra,* 202 Cal.App.4th at p. 1184.)

The general plan update anticipated implementation of mitigation measures—CC-l.2, CC-1.7, and CC-l.8—as mitigating conditions to mitigate the adverse climate change environmental impacts of the general plan update. Those measures were analyzed in the PEIR. However, the PEIR never considered the use of the CAP and the Thresholds as a plan-level program. Thus, the environmental impacts of its use needed to be considered in an EIR. (*NRDC, supra,* 103 Cal.App.4th at p. 281 [project did not arise until after PEIR and thus was not contemplated therein].)

The County contends that the Board of Supervisors made an "implied finding" that the CAP complied with Mitigation Measure CC-1.2 and that finding is "entitled to great deference." However, "such an 'implicit finding' does not satisfy CEQA's requirement of express findings." (*Sacramento Old City Assn.* v. *City Council* (1991) 229 Cal.App.3d 1011, 1037.) "'[T]he board of supervisors must make findings . . . to permit a reviewing court to bridge the analytic gap between the evidence and the ultimate decision.'" (*People* v. *County of Kern* (1976) 62 Cal.App.3d 761, 777; see *Citizens for Quality Growth* v. *City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 442 ["passing references to the mitigation measures are insufficient to constitute a finding, as nothing in City's resolutions binds it to follow these measures"].)

Moreover, even if "implied findings" were permissible, there can be no "interpretation" of Mitigation Measure CC-1.2 contrary to its express terms. (*Southern Cal. Edison Co.* v *Public Utilities Com.* (2000) 85 Cal.App.4th 1086, 1105 ["an agency's interpretation of a regulation or statute does not control if an alternative reading is compelled by the plain language of the provision"]; see *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1062 [agency's "view of the meaning and scope of its own ordinance" does not enjoy deference when it is "'clearly erroneous or unauthorized'"].)

3. *The County failed to proceed in the manner required by law by failing to incorporate mitigation measures directly into the CAP*

As discussed, *ante*, one of the major differences between the climate change action plan anticipated by Mitigation Measure CC-1.2 in the general plan update PEIR and the CAP and Thresholds project as prepared, is that the general plan update PEIR did not analyze the CAP as a plan-level document that itself would facilitate further development. As a plan-level document, the CAP is required by CEQA to incorporate mitigation measures directly into the CAP:

> "A public agency *shall provide the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures*. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, *in the case of the adoption of a plan*, policy, regulation, or other public project, *by incorporating the mitigation measures into the plan*, policy, regulation, or project design." (Pub. Resources Code, § 21081.6, subd. (b), italics added.)

As authority for the assertion that it did not need to incorporate enforceable mitigation measures into the CAP directly, the County cites *Twain Harte Homeowners Assn. v. County of Tuolumne* (1982) 138 Cal.App.3d 664, 689-690. However, *Twain Harte* was decided before enactment of Public Resources Code section 21081.6, subdivision (b), which, as discussed, *ante*, requires "in the case of the adoption of a plan" that mitigation measures be fully enforceable "by incorporating the mitigation measures into the plan . . . ."

"The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind." (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283.) By failing to consider environmental impacts of the CAP and Thresholds project, the County effectively abdicated its responsibility to meaningfully consider public comments and incorporate mitigating conditions. In addition to the example discussed, *ante*, related to transportation impacts, the Sierra Club also provided examples of mitigation implemented by other regions to mitigate the effects of climate change in the energy sector. The County neither implemented nor responded to these examples which have already been implemented elsewhere.

4. *The trial court's finding that the County must prepare an EIR*

As set forth in *Lincoln Place I*, a supplemental EIR must be prepared when a public agency determines a previously adopted mitigation measure is infeasible. (*Lincoln Place I, supra,* 130 Cal.App.4th at pp. 1508-1509.) In addition, CEQA guidelines,

section 15183.5, subdivision (b)(1)(F) provides that a plan for the reduction of GHG emissions should "[b]e adopted in a public process following environmental review."

The County's failure to comply with Mitigation Measure CC-1.2 and Assembly Bill No. 32 and Executive Order No. S-3-05 supports the conclusion that the CAP and Thresholds project will have significant, adverse environmental impacts that have not been previously considered, mitigated, or avoided.

a. *Substantial evidence supports the court's finding preparation of an EIR was required*

The County asserts that the substantial evidence standard of review applies to the question of whether a supplemental EIR was required, under which deference is given to an agency's determination. (*Latinos Unidos de Napa v. City of Napa* (2013) 221 Cal.App.4th 192, 200-202.) The Sierra Club, on the other hand asserts that the "fair argument" test applies, under which "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." (*Sierra Club, supra,* 6 Cal.App.4th at p. 1318.) We conclude that under either standard, the trial court did not err in finding a supplemental EIR was required.

The fair argument versus substantial evidence test is of no moment because, here, there is no substantial evidence in the record supporting the County's erroneous conclusion that "activities associated with the CAP and Significance Guidelines are within the scope of the General Plan Program EIR."

The County does not dispute that "to avoid serious climate change effects, atmospheric GHG concentrations need to be stabilized as quickly as possible." In fact, the County warns that expected local adverse effects of climate change include "higher temperatures, [¶] a greater number of extremely hot days, [¶] changes in the pattern and amount of precipitation, [¶] decreased water supplies accompanied by increased demand, [¶] increased wildfire risk, [¶] changes in ecosystems, and [¶] decline or loss of plant and animal species." However, the CAP and Thresholds project was approved without the appropriate environmental analysis to avoid or mitigate these consequences. As the trial court found, "environmental review is necessary to ascertain whether the CAP met the necessary GHG emission reductions when considering the CAP is merely hortatory and contains no enforcement mechanism for reducing GHG emissions."

Moreover, as the County acknowledges, the details of the CAP "were not available during program-level analysis of the General Plan." For example, the general plan update PEIR did not provide a "baseline GHG emissions inventory; detailed GHG-reduction targets and deadlines; comprehensive and enforceable GHG emissions-reduction measures; and implementation, monitoring, and reporting of progress toward the targets defined in the CAP." In 2011 the County found that implementation of mitigation measures, including CC-l.2, CC-1.7, and CC-l.8, were part of the mitigation imposed to mitigate the climate change impacts of the general plan update. It cannot be said that failing to comply with Mitigation Measure CC-1.2, Assembly Bill No. 32, and Executive Order No. S-3-05 does not change the environmental conclusions in the general plan update PEIR.

Further, the general plan update PEIR did not contemplate that preparation of the CAP and Thresholds project was at the "plan-level." As a plan-level document, the CAP and Thresholds project was required to undergo environmental review as a matter of law. (CEQA Guidelines, § 15183.5, subd. (b)(l)(F).) The general plan update PEIR also did not contemplate that as a result of the CAP, "[m]ore projects will fall below the bright line threshold, and will not have to conduct detailed analysis", much less study the environmental impact of such. County staff, the planning commission, and the board of supervisors were all aware that approving the CAP and Thresholds project would allow more projects to avoid a climate change analysis, including projects with post-2020 climate change impacts without post-2020 environmental review.

Furthermore, in 2011, the County found that climate change impacts were mitigated not only by implementation of mitigation measures, but also by "compliance with applicable regulations" including Assembly Bill No. 32 and Executive Order No. S-3-05.

By contrast, the CAP and Thresholds project now acknowledges it does not comply with Executive Order No. S-3-05. Instead of maintaining a constant rate of GHG emissions reductions after 2020, as required by Executive Order No. S-3-05, the County admits that GHG emissions will instead increase after 2020. Thus, the County's own documents demonstrate that the CAP and Thresholds project will not meet the requirements of Assembly Bill No. 32 and Executive Order No. S-3-05 and thus will have significant impacts that had not previously been addressed in the general plan update PEIR.

The explanation given to the board of supervisors for failing to address the post-2020 impacts facilitated by the CAP and Thresholds project was that "the State's plan doesn't go out that far, and it would be speculative for us to do that."

However, contrary to the County's argument that it would be "speculative" to consider the environmental impacts of the CAP, the County has acknowledged that other agencies have, in fact, been able to do so. It is an abuse of discretion to reject alternatives or mitigation measures that would reduce adverse impacts without supporting substantial evidence. (CEQA Guidelines, §§ 15043, 15093, subd. (b).) The County's assumption that considering post-2020 impacts is "speculative" is not supported by substantial evidence. (Pub. Resources Code, § 21082.2, subd. (c) ["Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous . . . is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."].)

The Sierra Club provided feasible mitigation measures. The County rejected these mitigation measures without substantial evidence for doing so.

In sum, the CAP does not fulfill the County's commitment under CEQA and Mitigation Measure CC-1.2, to provide detailed deadlines and enforceable measures to ensure GHGF emissions will be reduced.

DISPOSITION

The judgment is affirmed. The Sierra Club shall recover its costs on appeal.

NARES, J.

I CONCUR:

McCONNELL, P. J.

I CONCUR IN THE RESULT:

HUFFMAN, J.

Filed 11/24/14

COURT OF APPEAL - STATE OF CALIFORNIA

FOURTH APPELLATE DISTRICT

DIVISION ONE

SIERRA CLUB,

Plaintiff and Respondent,

v.

COUNTY OF SAN DIEGO,

Defendant and Appellant.

D064243

(Super. Ct. No. 37-2012-00101054-CU-TT-CTL)

THE COURT:

The opinion in this case filed October 29, 2014 was not certified for publication. It appearing the opinion meets the standards for publication specified in California Rules of Court, rule 8.1105(c), requests by Chatten-Brown & Carstens and Mogavero Notestine Associates pursuant to California Rules of Court, rule 8.1120(a) for publication are GRANTED.

IT IS HEREBY CERTIFIED that the opinion meets the standards for publication specified in California Rules of Court, rule 8.1105(c); and

ORDERED that the words "Not to Be Published in the Official Reports" appearing on page one of said opinion be deleted and the opinion herein be published in the Official Reports.

MCCONNELL, Presiding Justice

cc: All Parties

Handbook of National Accounting

Integrated Environmental and Economic Accounting 2003

Final draft circulated for information prior to official editing

United Nations
European Commission
International Monetary Fund
Organisation for Economic Co-operation and Development
World Bank

Letter DEIR I3 Response

John Stump
July 23, 2017

DEIR I3-001 This comment states this commenter has included a letter concerning climate change impacts and other related materials and requests that they be included as comments on the subject Draft EIR. These document have been reviewed and considered. While the submittals address issues related to the environment and climate change, including commentary on the City's Climate Action Plan, the attachments to this commenter's letter don't contain any specific reference on comment on the proposed project that is the subject of the EIR nor comments on the CEQA process or EIR itself. For these reasons, no specific response is required to the submittal. However, they have been included in this Final EIR for consideration by the City prior to making a final decision on the project.

DEIR I3-002 This comment states that the City should no longer develop a carbon intense economy, like tourism and believes that it does not significantly contribute to climate change as projects that increase the capacity for tourism visitors are contrary to climate action plans. This comment does not provide a specific comment on the DEIR so no response is provided.

DEIR I3-03 This comment states this commenter has included several attachments, including a copy of Environmental Full-Cost Accounting & True Cost Accounting and states that this accounting approach should be part of the analysis of any proposed project. Environmental costs include the full range of costs throughout the life-cycle of a product, also referred to as a life cycle assessment.

The California Supreme Court has addressed project-level GHG emission inventories in the context of Statewide GHG emission inventories and reduction goals and life cycle assessments. As discussed in the Association of Environmental Professionals (AEP) *Draft White Paper–Production, Consumption and Lifecycle Greenhouse Gas Inventories: Implications for CEQA and Climate Action Plans* (August 2017), AEP states the following:

"The court determined that the statewide reduction goals were an appropriate basis for project-level significance criteria, provided that the lead agency examines the relationship of the project's emissions to the statewide emissions, and adjusts thresholds to take into account regional, local, or project-level considerations. The statewide reduction goals are based on a comparison of current and projected GHG emissions to a statewide 1990 GHG inventory. As such, in order to compare a project-level GHG inventory to a threshold derived from a statewide reduction target based on the statewide inventory, the GHG emissions included in the project inventory must be accounted for in a similar manner to the way the state accounts for GHG emissions.

If a project-level inventory were to include additional upstream embedded emissions associated with consumption of goods and services, or downstream transportation emissions, outside of the State, it would no longer be comparable to the State inventory and a threshold based on State reduction targets could not be used to evaluate the project's GHG emissions. Given the California Supreme Court's determination that it is appropriate under CEQA to compare project GHG emissions to a threshold related to the State reduction goals, there is no logical rationale to include GHG emissions in a CEQA project inventory if they are not included in the State's GHG inventory, nor to use methodologies to account for emissions different from those employed in the State's GHG inventory."[1]

Thus, consistent with the Court's ruling, a project-level GHG emissions inventory under CEQA need not include additional upstream embedded emissions or downstream emissions to maintain consistency with the Statewide GHG emission inventory methodology.

In addition, the State addressed embodied (lifecycle) GHG emissions in the *Final Statement of Reasons for Regulatory Action*, prepared for the amendment to Appendix F of the CEQA Guidelines pursuant to Senate Bill 97:

"The amendments to Appendix F remove the term "lifecycle." No existing regulatory definition of "lifecycle" exists. In fact, comments received during *the Office of Planning and Research's public* workshop *process indicate a wide variety of interpretations of that term. (Letter from Terry Rivasplata et al. to OPR, February 2, 2009, at pp. 5, 12 and Attachment; Letter from Center for Biological Diversity et al. to OPR, February 2, 2009, at pp. 17.) Thus, retention of the term "lifecycle" in Appendix F could create confusion among lead agencies regarding what Appendix F requires.*

Moreover, even if a standard definition of the term "lifecycle" existed, requiring such an analysis may not be consistent with CEQA. As a general matter, the term could refer to emissions beyond those that could be considered "indirect effects" of a project as that term is defined in section 15358 of the State CEQA Guidelines. Depending on the circumstances of a particular project, an example of such emissions could be those resulting from the manufacture of building materials. (CAPCOA White Paper, pp. 50-51.) CEQA only requires analysis of impacts that are directly or indirectly attributable to the project under consideration. (State CEQA Guidelines, § 15064(d).) In some instances, materials may be manufactured for many different projects as a result of general market demand, regardless of whether one particular project proceeds. Thus,

[1] Association of Environmental Professionals, Draft AEP White Paper - Production, Consumption and Lifecycle Greenhouse Gas Inventories: Implications for CEQA and Climate Action Plans, 2017, pg.1-7. Available at: https://www.califaep.org/images/climate-change/Draft_AEP_White_Paper_Lifecycle_CEQA_CAPs_082017.pdf. Accessed March 15, 2019.

such emissions may not be caused by the project under consideration. Similarly, in this scenario, a lead agency may not be able to require mitigation for emissions that result from the manufacturing process. Mitigation can only be required for emissions that are actually caused by the project. (State CEQA Guidelines, § 15126.4(a)(4).)"[2]

Therefore, consistent with the State CEQA Guidelines, environmental costs (i.e., lifecycle) embodied GHG emissions were not considered in this analysis as they are not consistent with generally recommended GHG emissions analysis methodology under CEQA.

As well, this comment provides the *Sierra Club v County of San Diego* lawsuit, for review and inclusion in the Final EIR. These materials have been provided as part of the public record and are included in this Final EIR for consideration by the City prior to making a final decision on the project.

2 California Natural Resources Agency, Final Statement of Reasons for Regulatory Action – Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 397, pg. 71. Available at: http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf. Accessed March 15, 2019.

July 28th 2017
Attn Jeff Hunt
Please forward to
John Abramson and
All members of the City Council

Dear Mr John Abramson,

I wish to have my comments added to the Oceanside coast Highway Corridor study Incentive district overlay and lane reduction DEIR

DEIR I4-1

I am very concerned for the safety of the residents in the entire coastal zone.
First because of the fact that the boundaries can change allowing this higher density in more areas at the planner's discretion.
Has a study been done on the worse case scenario where the boundary is maxed out in the coastal zone area?

DEIR I4-2

This will not only affect traffic but fire and police response times, parking, air quality etc
The DEIR show's fire response time is below current standards and that the city does not have sufficient ladder trucks near enough to the studied area which is needed due to the higher building heights. Pier View Station is not large enough to house a ladder truck so the mitigation is for the City to relocate the pierview station where there is room yet The City states they do not have a known location at this time to review ! It also states since the need for this ladder truck already exists no need for mitigation

How many years have the taller buildings been downtown? When the city approved the 9 block redevelopment plan was this not addressed? If it was It seems at the least the City should have had a parcel of land downtown earmarked for the new station. What happens if this plan is approved and no parcel is available? Will only adding 1 ladder truck near the downtown area be enough to cover increased heights along the entire corridor through South Oceanside if a parcel is found and new station built ?

DEIR I4-3

The Breeze luxury apt project is listed under cumulative effects yet that study was done in july of 2016 when the Breeze plans only showed regular fire trucks needed.It The new revised plans of june 2017 show's 7 ladder trucks in the drawings yet Fire approved the review. How is this possible . How are natural disasters figured into all of this with mutable tall buildings possibly being affected Then what about max buildout and boundaries using entire coastal zone?
Police states current building is sufficient in size though we are below current acceptable response times due to understaffing. No environmental impact as it is an economic problem.

DEIR I4-4

How long have we been short staffed ? Does the city have funds to hire more officers? If so why has this not already been done? Developer funds are charged now and development has been steady lately. Where do these fund go to ?

DEIR I4-5

The DEIR states that with or without the incentive overlay we will still have increased density so no mitigation needed.

DEIR I4-6

Under current zoning 45 ft is allowed but there are parking requirements in place that the incentive overlay does not. Was the parking fully studied do to the impact on local residents? What about the impact if approved then have the boundaries maxed out.

DEIR I4-7

The traffic calming and incentive overlay should have never been put into one package. It seems like the city knows the traffic calming will not work but is planning on using that nightmare to push through the incentive overlay to benefit the developers once again. The city seems to not be able to keep up with growth now to make sure fire and police etc are in place. Where have the developer's fees gone to all these years.I don't see any guarantees in this DEIR will that will be changed. In lieu of fees go to the incentive district as a whole and not affected areas of it. This does not protect South Oceanside

DEIR I4-8

The city needs to go with the no project alternative then make this two separate studies and approvals. Just the fact of allowing higher density, less parking in an area already dealing with traffic problems (some which are unmitigatable ie Oceanside Blvd and the I5 on and off ramps)and then reducing the lanes from 2 to 4 is insane

DEIR I4-9

Thank you for your time and including this
In the DEIR

Donna Geierman
1221 S Nevada St
Oceanside Ca 92054

Letter DEIR I4 Response

Donna Geierman
July 28, 2017

DEIR I4-001 This comment serves as an introduction to comments that follow. While this comment does not address the adequacy of the DEIR, the City appreciates this commenter for participating in the planning and environmental review process. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I4-002 This comment expresses concern for the safety of residents in the coastal zone with the increased density allowed under the project and asks if a study has been prepared that evaluates the worse-case where the coastal zone boundary is maxed out. As discussed in Section 3.11, *Population and Housing,* of the DEIR, adoption of the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning within the Incentive District boundaries. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth in the area directly affected by the Incentive District (i.e., the Incentive District zone boundaries). However, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations, which allow for similar densities and intensities of development.

The DEIR and the PRDEIR properly examines traffic and other impacts based on a projection method which is used to address the anticipated future condition with implementation of the project. Table 2-1 of the DEIR and PRDEIR summarize the anticipated land use development that could occur with adoption of the Incentive District through the year 2035. CEQA does not require assessment of a maximum build (sometimes referred to as "buildout") scenario. Due to regulatory constraints, physical constraints, and foreseeable market conditions, realization of this scenario is not reasonably foreseeable and is highly unlikely. Given the highly unlikely and speculative nature that a maximum build scenario would occur within the project area, this scenario was determined to be inappropriate for inclusion in the EIR. The growth forecast to 2035 is a reasonable growth projection and was used to examine project impacts. For purposes of comparison, Table 2-1 was revised in the PRDEIR to include estimates for projected development to 2035 without the proposed project, and with the proposed project within the Oceanside Coast Highway Project Area and the traffic analysis study area.

DEIR I4-003 This comment expresses concern about how the project would affect fire and police response times, parking and air quality. This comment then provides more detail on the concerns related to fire response times, but no specific comments are provided related to police, parking, and air quality within this specific comment.

This commenter states that the fire response times are below current standards. While the City does strive to maintain certain response times, it is not unusual for a City to not always attain the response time targets. This commenter states that the City does not have sufficient ladder trucks near enough the studied area. While it is true that the City has identified that a ladder truck housed closer to the downtown area would improve response times, it is not correct that the City does not have sufficient ladder trucks to serve the downtown. Rather, the primary reason the Fire Department is not meeting targeted responses times is because of high incident volume for Fire Stations 1 and 2 and that the high incident volume creates delays for second unit responses coming from other City of Oceanside fire stations (see bottom of page 3.12-1 of the DEIR).

This commenter incorrectly states that the DEIR states that since the need for the ladder truck already exists there is no need for mitigation. This is not the conclusion of the DEIR. The conclusion of the DEIR is that the proposed Incentive District would not cause an environmental impact related to the provision of public services to the study area. Not all affects to public services are considered environmental effects as defined by CEQA.

With implementation of the proposed project, when emergencies necessitate a ladder truck, support can be provided from Fire Station 7 (3350 Mission Avenue), Fire Station 6 (894 N. Santa Fe Avenue), or from within the city of Carlsbad and/or Camp Pendleton, as is the current condition. The delay in arrival of a ladder truck from a station farther away would continue to create less than optimal response times, but is an acceptable response time and service condition. Furthermore, affects to response times that might occur with implementation of the proposed project are not considered environmental effects. More specifically, the DEIR states the following on page 3.12-8:

> "*While the City is planning on providing a location and structure/station for a ladder truck in greater proximity to the downtown area, the specific location, timing, and nature of this additional facility is not known at this time. While consideration of the environmental effects of these future safety facilities within the city would be speculative and is not within the scope of this CEQA document, the environmental effects of the future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed in the future by the City of Oceanside.*

Because the current city facilities can serve the anticipated new population that could result with implementation of the Incentive District and within the downtown area from the existing stations and structures within the city, there is not a need for construction of a specific facility directly related to adoption of the Incentive District. For this reason, the project would not result in environmental impacts associated with the construction of new public safety facilities."

This commenter asks how many years have the taller buildings been in downtown and some additional detail on past City approvals. The Nine Block Master Plan was adopted in 1992, which set forth the design and development standards, including taller building heights, for the downtown area. Development of taller buildings have been implemented under the Nine Block Master Plan over the last 15 years and continues through today. This commenter also provides some additional specific input on how the provision of fire services should be provided to the downtown. While this portion of this comment does not make a specific reference to the DEIR, the Oceanside Fire Department was contacted for input and response to this commenter's questions. On November 22, 2017, Fire Captain David Parsons responded: "The Oceanside Fire Department deploys fire equipment based on shared risk across the City. Ideally, a ladder truck would be placed in the downtown area for more rapid access to taller buildings using its specialized capabilities. While the City does not have a known location for a site to house the ladder truck, there are preliminary ideas and sites under consideration but no specific funding is currently identified. When considering development as it relates to general safety or natural disasters, new construction of any height improves the safety of the community due to the application of new fire codes and technology."[3] No revision to the EIR is required in response to this comment.

DEIR I4-004 This comment states that while the Breeze Luxury project was analyzed as a cumulative project, the analysis did not include the additional need for a ladder truck, and also asks how natural disasters have been accounted for in allowing taller building heights. This comment states that allowing increased building heights in the downtown in conjunction with other similar cumulative projects would cause a danger to the public in this commenter's opinion. This type of concern is not an environmental impact or issue areas as defined by CEQA. As well, when emergencies necessitate a ladder truck, support can be provided from Fire Station 7 (3350 Mission Avenue), Fire Station 6 (894 N. Santa Fe Avenue), or from within the city of Carlsbad and/or Camp Pendleton, as is the current condition. The delay in arrival of a ladder truck from a station farther away would continue to create less than optimal response times, but is an acceptable response time and service condition.

[3] Email communication with David Parsons, Fire Captain at the Oceanside Fire Department, November 22, 2017.

In regards to emergency access and response during a natural event, Section 3.14, *Transportation and Traffic,* of the PRDEIR analyzed potential emergency evacuation access impacts with project implementation and concluded impacts would be less than significant with implementation of mitigation measures that require implementation of a Traffic Control Plan for temporary roadway interferences and/or closures. The Oceanside Fire Department would continue to be part of the design process of the Complete Streets improvements, ensuring that the lane reduction and new roundabouts would accommodate large fire engines and response times for emergency services. Coast Highway's reconfiguration would allow for heavy vehicle radii for turning and U-turns. The roundabouts would be constructed to allow access for semi-trucks, waste management trucks, and firetrucks. In addition, Coast Highway's center median would be constructed with low curbs, approximately two feet wide, to allow left turning access to fire trucks and police mid-block. Therefore, with mitigation incorporated, impacts to emergency access would be less than significant.

DEIR I4-005 This comment requests clarification on how long the City has been short-staffed as well as if the City has additional funds to hire more police officers and why additional police officers have not been hired already. Additionally, this comment asks where development funds go as there has been steady development and this issue has not been resolved. Similar to the Fire Department discussion above, while the City does strive to maintain certain response times for the Police Department, it is not unusual for a City to not always attain the response time targets. As discussed in Section 3.12, *Public Services,* of the DEIR, although the City is not meeting its response time goals for the Police Department, the shortfall is due to staffing levels rather than a shortage of facilities. However, staffing levels are largely an economic issue and if the City were to hire additional police personnel, existing facilities would be adequate to house these new personnel. Furthermore, affects to response times that might occur with implementation of the proposed project are not considered environmental effects but rather if project implementation would necessitate the construction of additional police facilities which would result in environmental effects. Therefore, the City's decision on the timing to allocate funds to the Police Department to hire additional officers is outside the scope of the environmental analysis required by CEQA.

While this commenter's request for clarification on how development fees are allocated and used does not address the adequacy of the environmental analysis in the DEIR, the City acknowledges the importance of disclosing City processes to the public. Simplistically, development fees are collected for a specific type of improvement and/or department where funds are solely used for the purpose of the development fees as predetermined by the City. Furthermore, as discussed in Section 3.12, *Public Services,* of the DEIR, because all future project applicants and private developers proposing residential and non-residential projects under the Incentive District would be required to pay the public facilities fee before the

issuance of a building permit, and these fees would be used to hire additional police officers to support additional development within the project area. To accelerate the City's ability of addressing these needs, the City has noted that the City's public facilities fees have not been updated in some time (other than consumer price index increases) and could consider evaluating the need to update the fees, which could allow for hiring additional police officers more quickly. No revision to the DEIR is required in response to this comment.

DEIR I4-006 This comment states that the DEIR states that with or without the Incentive District there could still be increased density and therefore no mitigation is required. While this comment does not specify what environmental topic the DEIR states would not require mitigation for the Incentive District, this commenter is incorrect in its statement if this commenter is referring to the public services analysis.

It is important to note that not all affects to public services are considered environmental effects as defined by CEQA. Under CEQA's definition of environmental impacts, increases in demands on public facilities, services, and utilities that could result from a project are not environmental impacts that must be evaluated (*City of Hayward v Board of Trustees of Cal. State Univ. (2015) 242 CA 4th 833, Section 6.36*). The conclusion of the DEIR is that the proposed Incentive District would not cause an environmental impact related to the provision of public services to the study area because the current city facilities can serve the anticipated new population that could result with implementation of the Incentive District. Furthermore, while there is an existing need for a ladder truck and associated facility as well as increased police officers, there is not a need for construction of a specific facility directly related to adoption of the Incentive District. For this reason, the project would not result in environmental impacts associated with the construction of new public safety facilities. No revision to the DEIR is required in response to this comment.

DEIR I4-007 This comment states that building heights of 45 feet are allowed under current zoning, which has parking requirements that the Incentive District does not, and asks if parking impacts to residents were analyzed. While this commenter is correct that there are differences in the parking requirements between the current zoning and the Incentive District, this difference is due to the Incentive District having parking standards in line with transit oriented development strategies, which corresponds to the type of development the City desires under the Incentive District.

While the analysis of parking is not required under CEQA, information regarding the change in the number and location of on-street parking spaces along Coast Highway between existing conditions, the proposed project, and the project alternatives is presented in Section 9.0 of the appendices of the revised TIA (2018) included in the PRDEIR, as summarized in the table below.

Segment	No Project	Project	Alternative 1	Alternative 2	Alternative 3
Harbor to SR-76	45	45	45	45	45
SR-76 to Wisconsin	199	149	149	149	149
Wisconsin to Oceanside	98	79	79	79	79
Oceanside to Morse	6	92	6	92	92
Morse to Vista	95	95	95	95	95
Corridor On-Street Parking Total	443	460	374	460	460

As shown in the table above, the proposed project and Alternatives 2 and 3 would increase the public on-street parking supply along Coast Highway from approximately 443 spaces to 460 spaces. In contrast, Alternative 1 would result in a reduction in overall on-street parking supply, because of the inability to add new on-street parking in Segment 4 between Oceanside Boulevard and Morse Street. The project, Alternative 2, and Alternative 3 do redistribute some on-street parking supply from segment 2 (SR 76 to Wisconsin Avenue) to segment 4 (Oceanside Boulevard to Morse Street). This redistribution of parking supply does not impact coastal access as both segments are equal distance to the coast. Furthermore, segment 2 has substantially more existing public parking resources that serve the coastal zone and beach areas than does segment 4, so a redistribution of this public parking supply may have a net benefit for beach access as well as for businesses located in South Oceanside.

DEIR I4-008 This comment expresses opposition to the project largely because the Incentive District and Complete Streets improvements should have never been included as one project in this commenter's opinion. Additionally, this comment states that additional development should not be allowed until the City has addressed the public service needs and shows how development fees are used, especially for South Oceanside. Please refer to responses DEIR I4-003, DEIR I4-005, and DEIR I4-006 for response to this comment.

DEIR I4-009 This comment states that the City should approve the No Project Alternative and expresses opposition for the project. This comment does not address the adequacy of the DEIR and therefore, no specific response is required. The City appreciates this commenter for participating in the planning and environmental review process.

From: Jane Mcvey [mailto:mcveyjane@gmail.com]
Sent: Monday, August 07, 2017 5:07 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: RE: Coast Highway Plan

John,
Thank you for your reply. I am not in favor of 6 story buildings in South O. Let me tell you why:
1. In other towns, and Oceanside would be smart to follow suit, they decide where the height should be, generally in the downtown, and then don't allow it anywhere else until that goal is fulfilled. Oceanside should drive the height to the downtown. DEIR I5-1

2. As a principle these days, higher density is more accepted near a transit station. South Oceanside is not at a Transit Station. DEIR I5-2

3. The majority of homes are single family. Many of the homes are older, dating from the 40's. Most have a single car garage and some have no garage. Therefore there already is a lot of street parking.

4. Being near the beach, and with some existing and under construction multifamily projects being built, the parking issue is being exacerbated. As the downtown does build out, day trippers are going to more locations to access the beach and not pay for parking. There already is a significant amount of beach parking in the neighborhoods that residential in 6 story buildings, without adequate parking, would make worse. DEIR I5-3

5. There are other properties in Oceanside that have long been considered for higher density and height. For example the Weiss property at Oceanside Blvd. and Crouch. It is next to a train station and has a significant hill behind it which can absorb the height. There are other properties along the Sprinter line that are also possible locations. Those should be moved first for more density before Coast Highway in South O. DEIR I5-4

6. Some height in South O is anticipated. There are buildings, for example the former North County Times building, that could be redeveloped into a 3 story building with residential and some commercial on the ground floor. A three story building is not as imposing as a 6 story building would be, and would likely be accepted by the community.

7. The changes in traffic patterns coupled with higher density is going to drive the traffic into the neighborhood. There already is a lot of cut through traffic. What proposals are being made to minimize and slow down the traffic in the neighborhood? Is a roundabout at Morse and Freeman possible as was discussed years ago? DEIR I5-5

8. Is the City capable of helping the emerging South O' Merchants with more landscaping, crosswalks, banners and signage, and code enforcement? There have been code enforcement issues with excess signage, excess ingress limiting opportunities for landscaping, etc. for years with little progress. DEIR I5-6

9. With the City going to district elections, is it time to consider Neighborhood Planning Groups to vet these issues prior to going to the Planning Commission or Council? As a unique coastal area, with DEIR I5-7

historic and vintage homes, South O is poised to be a residential jewel for many years to come, unless significant mistakes are made in the planning. It also is a highly visible neighborhood with committed, involved and vocal residents. It would possibly be more efficient in the long run, and provide better community input, if there were a Neighborhood Planning Group. These proposed changes affect primarily this neighborhood only, not the whole community, and their concerns and desires should have some priority.

DEIR I5-7

9. As a South O resident, I can certainly see 3 stories, but think it is inappropriate to allow six story buildings on Coast Highway between Cassidy and Whaley, or anywhere else in South O.

DEIR I5-8

Thank you for your consideration,
Jane McVey

Letter DEIR I5 Response **Jane McVey August 8, 2017**

DEIR I5-001 This comment expresses opposition of the proposed height limits included as part of the project. This comment does not raise any issue concerning the adequacy of the DEIR. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I5-002 This comment recommends higher density to be located near transit centers. This comment does not raise any issue concerning the adequacy of the DEIR and therefore does not require a response.

DEIR I5-003 This comment expresses concerns regarding parking. Please refer to response DEIR I4-007 for the response to this comment.

DEIR I5-004 This comment states that there are currently other properties outside of the Coast Highway corridor that should be considered for higher density and height before those parcels in the project area. Also, this comment states that while some additional height is anticipated in South Oceanside, it should be focused on 3-story buildings rather than 6-story buildings. This comment does not address the adequacy of the DEIR, therefore, no specific response is required.

DEIR I5-005 This comment inquires about the City's efforts to minimize cut-through traffic in surrounding residential neighborhoods as well as the possibility for a roundabout to be installed at Morse Street and Freeman Street. The TIA (2017) contained in the DEIR and the revised TIA (2018) contained in the PRDEIR follows the City's traffic study guidelines. The TIA (2018) study locations included several parallel and intersecting streets and intersections that served the residential neighborhoods near the Coast Highway corridor. The purpose of including these intersections in the analysis was to identify potential impacts resulting from cut-through or diverted traffic, and the appropriate mitigation measures to address any impacts. As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, all significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) in the Future + Project scenario due to no feasible mitigation to fully mitigate the impacts at these four locations.

In regards to the possibility of a roundabout being installed at Morse Street and Freeman Street, a roundabout at this location has not been included in the proposed project and therefore, was not analyzed in the DEIR or PRDEIR.

DEIR I5-006 This comment asks if the City would provide more landscaping, crosswalks, banners and signage, and code enforcement in the South Oceanside area of the city. As described in Chapter 2, *Project Description*, of the DEIR, roundabouts, mid-block crosswalks, and landscaping would be provided in South Oceanside (south of Oceanside Boulevard) under the proposed project. However, additional signage and code enforcement are not components included under the proposed project and are under the discretion of the City.

DEIR I5-007 The City acknowledges this comment and notes its recommendation for neighborhood planning groups.

DEIR I5-008 This comment disagrees with the allowance of six-story buildings under the project in South Oceanside. Please refer to response DEIR I5-001 for a response to this comment.

August 10, 2017

John Amberson
Transportation Planner
City of Oceanside CA 92054

RE: Coast Highway Corridor Study

My wife and I moved to Oceanside one year ago partially because of the downtown Oceanside feel. We have lived in planned communities with planned traffic flow and landscaping. I lived in Davis California for 8 years and thus appreciate a real bike oriented town. I lived overseas in a large city with numerous traffic circles. I say leave coast highway alone.

DEIR I6-1

Where will all the current traffic go? Racing along residential streets? An already congested I5? Why not make appropriate modifications to major arterials BEFORE reducing traffic flow on PCH? Are you willing to accept responsibility for deaths associated with increased emergency responder response time? One paramount responsibly of city planners is creating adequate emergency lanes for evacuation during earthquakes, disasters, emergencies and Tsunami. Reducing lanes from 4 to 2 will increase escape time by far more than double.

DEIR I6-2

Oceanside needs a fully developed, at least 20-30 year, master blue print with ALL consequences and ramifications for any and all anticipated development and improvements fully analyzed and planned. For every action there is a reaction and Oceanside must stand alone while considering short and long term consequences rather than typical governmental action of build and we can modify as needed.

DEIR I6-3

I understand the desire to enrich property owners but I fail to understand how reducing auto lanes will help businesses or property owners until compensating traffic relief is planned and completed. Increasing density with more dwellings and businesses will increase traffic not reduce traffic since the vast majority of residents will need to commute. Until either efficient effective public transportation is implemented cars will remain the mainstay in Southern California. The new residential units will cost millions and require six figure incomes and you will never have enough six figure jobs in your revitalized zone to support the new residences. Your dream to promote home, work, eating and entertainment is 60 years to late and will ultimately fail if you do not develop a supporting transportation system. Even with anticipated self driving cars auto traffic will be a fact of life since Oceanside and north San Diego county was not built around transportation. We have rail but we do not have an adequate supporting transportation system.

DEIR I6-4

Huntington Beach revitalized downtown into a commercial zone and lost its hometown feel. I know several residents that no longer visit the downtown area. Davis California is the bike capital of certainly California if not the entire US and having lived there I know Oceanside will never be a true bike town. If your desire to encourage everyone to ride bikes you will need to provide large areas for secure bike parking and add bike lanes over

DEIR I6-5

the entire city. Currently the San Luis Ray trail does not feed Coast Highway and bikes are far safer on quieter streets than a busy congested highway. My daughter was is a major bike accident in Davis when a car failed to obey a huge neon no right turn sign. UC Davis does not allow any autos on the main campus and everyone either bikes to campus or parks in large parking structures. Using bike as primary transportation for 8 years in Davis California I learned several things such as, all bikes were licensed, there were lots of bike to bike accidents, vehicle code violations were enforced, you needed a car to transport larger purchases, bike theft and bike parking were always problems. UC Davis has a bike traffic circle that has numerous bicycle accidents every day. I do not know one sport bicycle rider that has not experienced a severe injury from a bike on bike accident.

DEIR I6-5

Los Angeles recently tried reducing vehicle lanes for safety and atmosphere but created a nightmare for commuters resulting in tremendous increased traffic on local residential streets and significant increase in commute times . The lane diets required emergency vehicles to use residential streets increasing the potential for more accidents and increasing transit time. One goal was to reduce accidents but the accident rate increased significantly.

DEIR I6-6

One goal is to improve pedestrian and bicycle infrastructure with focus on safety and comfort. My wife and I walk downtown coast highway several times a week and I never fear for our safety since parked cars protect us. The only way to ensure pedestrian safety is to build pedestrian overpasses.

DEIR I6-7

How can one justify the millions of dollars to provide bike lanes when bikers pay no license nor registration fee and ridership is so low? The extremely low usage just adds insult to injury for all those stuck in traffic contributing to road rage, increased CO2, climate change and other pollutants. Many bikers do not obey and actually flaunt California vehicle code laws causing more problems.

DEIR I6-8

I believe it is impossible to provide pedestrian walkways, separate bike lanes, more parking, additional landscape, enhanced transit access and still have two lanes for autos.

My wife and I try to spend locally and eat at local restaurants. If you reduce the number of lanes on Coast Highway we will not longer support Oceanside and spend and dine outside the city.

DEIR I6-9

Beautifying downtown Oceanside is a fantastic idea creating more congestion is not.

Steven M Orme
541 Fern Ridge Ct
Oceanside CA 92058

Letter DEIR I6 Response **Steven M. Orme August 10, 2017**

DEIR I6-001 The City acknowledges this comment and notes this commenter's opposition to modifications along Coast Highway. This comment does not raise any issue concerning the adequacy of the DEIR, therefore no specific response is provided.

DEIR I6-002 This comment express concern over existing traffic conditions and inquires if the reduction in travel lanes along Coast Highway would provide adequate emergency evacuation routes and times. The TIA (2017) of the DEIR and the revised TIA (2018) of the PRDEIR follows the City's traffic study guidelines. The TIA (2017 and 2018) study locations included several parallel and intersecting streets and intersections that served the residential neighborhoods near the Coast Highway corridor. The purpose of including these intersections in the traffic analysis was to identify potential impacts resulting from cut-through or diverted traffic, and the appropriate mitigation measures to address any impacts. Significant traffic impacts and their associated mitigation measures are identified and discussed in the TIA (2018) and in Section 3.14, *Transportation and Traffic*, of the PRDEIR. Furthermore, Section 3.14, *Transportation and Traffic*, of the PRDEIR discusses potential emergency evacuation access impacts with project implementation and concludes impacts would be less than significant with implementation of mitigation measures that require implementation of a Traffic Control Plan for temporary roadway interferences and/or closures. No revisions to the PRDEIR are required in response to this comment.

DEIR I6-003 This comment expresses the need for the City to develop a long range planning document. This comment does not raise any issue concerning the adequacy of the DEIR. However, the City would like to refer this commenter to the City's General Plan, which is available on the City's website: http://www.ci.oceanside.ca.us/gov/dev/planning/general.asp.

DEIR I6-004 This comment expresses general opposition and concerns regarding increased traffic congestion as a result of the project. The EIR addresses the potential for traffic congestion in Chapter 3.14, *Transportation and Traffic*, of the PRDEIR. It is not clear from this comment what other physical effects might occur related to changes in traffic patterns other than the effects analyzed in the EIR. For this reason, no further expansion or analysis is provided in response to this comment.

DEIR I6-005 This comment provides background information on other cities where bicycles are heavily relied on as a mode of transportation and raises issues with bicycle transportation and parking. The City has prepared 30 percent preliminary engineering design plans as part of the Coast Highway Corridor Study, separate from the EIR process. Specific details related to the design of bicycle facilities

would be addressed by the City as part of subsequent design engineering phases of the project development process. Bikeway design would follow the design standards of the City and the Manual of Uniform Traffic Control Devices (MUTCD) California Edition.

DEIR I6-006 This comment uses the City of Los Angeles' recent road diet for safety and atmosphere as an example showing that emergency vehicles had to use residential roadways, which resulted in more accidents and increased transit times, because of the roadway diet. Please refer to response DEIR I6-004 for the response to this comment.

DEIR I6-007 This comment recommends considering building pedestrian overpasses along Coast Highway to address safety concerns for pedestrians. This comment does not raise any issue concerning the adequacy of the DEIR and no specific response is required.

DEIR I6-008 This comment expresses opposition to the bike lanes proposed under the project. This comment does not raise any issue concerning the adequacy of the DEIR and no specific response is required.

DEIR I6-009 The City acknowledges this comment as providing the conclusion of this comment letter, and appreciates this commenter for participating in this process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

Coast Highway Corridor Study EIR Comments 8/24/17
Submitted by Joan Bockman

Overall, I think that studying the traffic issues without a full focus on the underlying land use changes (Nodes and Avenues) has led to an over reliance on certain findings. In my view, the correct Project summary is that "future traffic can be contained to current flows while greatly enhancing the quality of life along the corridor for the long term. "

Noise is examined in a small area and then given as a reason to rank the project lower. Noise overall is greatly improved for over a mile all the way to the crest of the hill on Horne via slower speeds and less opportunity for sustained acceleration of loud engines. Loud racing cars and motorcycles are a major issue at all hours of the night now.

The change from a 3-mile long wall of 45ft tall buildings at build-out to a potential skyline effect is a major aesthetic benefit for everyone. The ability to derail the current and persistent 3 mile long "strip mall" that is the current Coast Highway is priceless when compared to other areas that suffered this fate (El Cajon Blvd, lots of LA, most highway oriented towns).

The best situation for traffic west of I-5 is for it to move slowly but continuously. Slow and steady meets everyone's needs. This project goes a long way toward making that happen.

DEIR I7-1

It is important that these points are emphasized to decision makers. The study was limited by policy and this lack of focus on real benefit is the result. This project has the elements to define a bright future if implemented with respect to the complete original Vision.

The following issues need to be addressed because many of the public believe the opposite:
1. The back up "we can see" is not caused by the number of lanes. It is caused by the traffic signals, Sprinter train and stop signs. Please verify this.
2. Safety of Roundabouts – even if people can't figure out how to use them, the severity of the accident is much less (a fender bender versus a lethal T bone).
3. Accessibility to businesses is enhanced with lower speeds. Having cars race past a business is not good regardless of the volume of cars passing.
4. The reason that many sections of Coast Highway have failed is #3 above. Expanding those areas that are now enjoying success will only exacerbate the "strip mall" effect and cause decline as has been seen in the past. Long-term success will only occur by breaking this cycle with the change to nodes and avenues.

Specific Comments:

I don't see a comparison to the existing conditions at Bird Rock. I understand that the analytic models account for this but Bird Rock in La Jolla is something we can experience. I believe the volumes on La Jolla Blvd were very similar to Coast Highway before implementation. Are the volumes similar?

DEIR I7-2

Also, the road widths are similar so what would it take to put in some of those exact roundabouts? Is it 6" of sidewalk/parkway or something more? It is not enough to say that the current curb is the boundary. We need to know what it would take to solve problems.

DEIR I7-3

Section S.4 – Reporting pro/con sentiments is not a scientific sample and should contain words to the effect that many people who understand the clear benefits of road diets and roundabouts also understand that this is just commenting on the EIR and not any type of quantifiable "vote."

DEIR I7-4

Table S.2
NOI-1: Noise in general is mitigated by the dramatic drop in motorcycle and souped-up engine noise that will result from lower speeds and shorter opportunities to accelerate with the road diet. This noise permeates the hill between Oceanside Blvd and Seagaze. It may also be a factor across Mission. None of the noise measurements were taken farther up the hill than Ditmar. I suggest putting a microphone on the signal at Oceanside Blvd and Coast Highway to record loud vehicles.

DEIR I7-5

TR-1:
27. The existing traffic signal is LOS D but the delay (53s) is double the delay of a Roundabout (25s). The different standard for roundabouts makes them seem worse when in actuality they are better.

DEIR I7-6

Afternoon peak (PM peak) is the main time intersections fail. This is a very small part of the day (2 out of 24hrs). The percentage of time of fail is less than 10% and is measured in seconds and not even minutes. Since we do not want to be an alternative to I-5 traffic, this seems very reasonable.

DEIR I7-7

TR-2: not clear if this is during PM peak.

DEIR I7-8

TR-3: Emergency is only possibly impacted during construction and not once the project is complete.

DEIR I7-9

Table S-4:
TR-1:
Can I infer that the current test area between Oceanside Blvd and Morse is acceptable LOS since some part of the Alt2 area is the same design? (The analysis says that Alt1 and Alt2 are acceptable LOS.)

DEIR I7-10

2.3 Project Objectives
Implement the Coast Highway Vision and Strategic Plan:

The brilliance of this plan is that the length of Coast Highway is divided up between Nodes and Avenues. A major benefit of this is the increased economic value to business when they are no longer in a 3 mile long "strip mall." This implies that commercial is in the nodes and not in the avenues. This also results in a "skyline" between the nodes where the avenues are much lower. The alternative to this skyline is an awful wall of buildings stretching for miles at build out. This is lost in the narrowing of the analysis to traffic only.

DEIR I7-11

2.4.2 Incentive District – see last page for complete notes and questions
The incentive plan does not seem to result in the skyline or the concentration of commercial.
Form based development is a great idea and should be implemented.

DEIR I7-12

3.1.2 Lighting
Current lighting standards are not enough to remove direct line of sight of streetlights from many streets away and up a hill. Only the lit area should see the light. Shielding should extend below the face of the light.

DEIR I7-13

3.1.3 Incentive District
p. 3.1-10
Nodal areas can go to 65ft with existing zoning of Avenues at 45ft. A 20ft difference is not a skyline. The loss of the potential skyline feature along Coast Highway is a major impact.

3.9 Land Use
Height and density should be focused at Nodes.

DEIR I7-14

3.10 Noise
The slower speed of the complete streets plan is a significant mitigation for engine noise that permeates the hill from Oceanside Blvd to Neptune.

DEIR I7-15

3.11 Population
We are going to grow by 1/3 of current population. Roughly 150/3 = over 50K more people in Oceanside. What is the proper road configuration when there are just too many cars? Is it correct to prioritize livability over all else and construct roads that result in more walkable communities and much lower speeds for the excess of cars?

DEIR I7-16

3.14 Traffic and Transportation
"All existing intersections operate at LOS D or better"

There are newer alternative ways to analyze traffic that don't use LOS. Would those metrics show a result where the complete streets are superior in most or all cases?

DEIR I7-17

Table 3.14-6
Almost all intersections show an improvement in the time of delay with the Project. The two that don't show improvement can be solved by 2 lane roundabouts.

DEIR I7-18

Table 4-2
The Belvedere and 1010 are the same project (#4 and #31)

DEIR I7-19

5.5 Environmental Analysis of "No Project"
This fails to consider the future failures of Aesthetics and Land Use (degradation to strip mall with associated loss of landscaping as has been seen many times), Noise unabated, Transportation missing modes, and general lower quality of life.

DEIR I7-20

5.6 and 5.7
Signals at Morse or Oceanside Blvd are unacceptable because they cause back up and stop free flow. The accumulated slug of cars then impacts the next section. Traffic Signals in advance of roundabouts or lane diets result in lower functioning due to the massing of the cars. This is seen today in the pilot project area.

DEIR I7-21

5.10
No project means no reduction in overall noise and no reduction in severe accidents (cars and pedestrians). Also means no improvement in commercial viability and quality of life.

DEIR I7-22

2.4.2 Incentive District (complete notes and questions)

The incentive plan does not seem to result in the skyline or the concentration of commercial.

Allowing the existing zoning would corrupt an avenue. The skyline feature would be lost. Many cities have developed corridors under the system we are trying to stop. Left alone, these areas devolve into an endless string of lower end retail and missing landscaping.

3c. Remove mixed use and commercial. Should be office and residential. Auto related is discouraged. Four gas stations in the entire corridor is enough. Currently have 7.

DEIR I7-23

Form based design is a good idea – with the following changes.

1201 Purpose
C.3 Residential is main focus, residential-only is preferred.
Hide gas stations behind bigger developments and in/near parking structures.

DEIR I7-24

1203 A. Ok if standards that protect adjacent neighborhoods are in place: protection of parkways, height limits, etc.
Administrative approval has resulted in uninformed decisions already. Better to have more eyes on it.
Maps 2 and 3 are too faint to tell where the Nodes and Avenues actually are.
An Avenue setback of 20ft seems wide given it is on Coast Highway. I may not understand the application.
Setbacks on alleys (5ft) often result in little cubby spots for homeless. Better to be flush.

DEIR I7-24

1206
Table 2 – allow only live/work uses. Are all these permitted uses allowed in the row homes on north Cleveland and Tremont?
D2 Prohibit drive throughs west of I-5 in the future. In any case, they should be hidden like gas stations.
D3 prohibited in Nodes and should be prohibited in Avenues too.

DEIR I7-25

Table 3 – Allow row homes in Avenues on Coast Highway (but not in Seaside or South O east of Coast Hwy), no need for side access. I may be misunderstanding this category.
Nodes average height is 55' that is fine but higher areas should not span the width of the building. That would make the entire building look like it is at the limit from certain angles.

1208 D – Prohibit flat roofed boxes. Also the spine of the building needs to be considered. The 9-block master plan area in downtown Oceanside is a sea of 7 story boxes because the architectural detail is lost when viewed from up on the hill. All that appears is the spine of the roof and that effect is a box.

1208 D.2 Live/work – alley access should always be required if alley exists. No curb breaks for cars (curb breaks are ok for bioswales).
D 1,2,4 and 5 (with 3 story max) ok for Avenues; 3, 6-10 not ok for Avenues
E Remove reference to Avenue on 3, 6-10
E.8 – It seems that allowing this would just condone 7/11 and Circle K stores.

1209 C.2 Residential of 9ft ceiling is more comfortable.
C.3.h – good, must use alley
C.3.i – why can't there be street parking in Avenues? Perhaps not fully including the Avenue design in the analysis of traffic has caused confusion. Also, the benefits of Avenues may not be appreciated.
C.7 Roofs – no flat roof or roof deck unless (really) superior architecture. Need limits on roof decks and enclosed stair landings. These are really ugly and rarely used in almost every case.

DEIR I7-26

1212.2
W. Sidewalks – shall be paved in square sections and never in the suburban rectangles reminiscent of development from 1970 on.
X. Parkways – parkways shall occur next to curbs, sidewalks do not abut curbs except in 4ft widths at intersections.

DEIR I7-27

Letter DEIR I7 Response

Joan Bockman August 24, 2017

DEIR I7-001 The City acknowledges this comment expresses the opinions of this commenter regarding issues related to traffic, noise, aesthetics. This comment also expresses concern that members of the public are not clear on the benefits of the Complete Street Improvements, including the reduction in traffic lanes, safety of roundabouts, and accessibility to businesses. The EIR analyzes these issues in Chapters 3.1, *Aesthetics*, 3.10, *Noise*, and 3.14, *Transportation and Traffic,* and discusses the relationship between the proposed project and the Coast Highway Corridor Vision Plan in Chapter 2, *Project Description,* and Section 3.9, *Land Use and Planning*. The City appreciates this commenter's input on the project. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I7-002 This comment states that no comparison to the existing conditions in Bird Rock was provided in the DEIR and asks if the traffic volumes are similar between the two cities. The TIA assessed conditions related to the proposed project within its current and forecast future setting. Comparisons to other projects are not required as part of the environmental analysis required by CEQA. No specific response is required.

DEIR I7-003 This comment inquires what design specifications are required to install the exact roundabouts located in Bird Rock into Coast Highway. The City has prepared 30 percent preliminary engineering design plans as part of the Coast Highway Corridor Study, separate from the EIR process. The project design process, which would occur following certification of EIR, would include development of appropriate roadway and streetscape designs to accommodate all modes of transportation, including pedestrian, bicyclists, and bus operations in addition to vehicles, as well as specific conditions related to sidewalk/parkway width and curb locations. Because this comment does not raise any issue concerning the adequacy of the DEIR, no specific response is required.

DEIR I7-004 This comment expresses the opinions of this commenter regarding Section S.4, *Summary of Known Controversial Issues*, of the DEIR. The concerns raised by this commenter are included in this FEIR for consideration by the City prior to making a final decision on the project. This commenter notes that the statements included in Section S.4. should not be considered a quantifiable "vote." This commenter is correct. This comment does not raise any issue concerning the adequacy of the DEIR and therefore no specific response is required.

DEIR I7-005 This comment expresses concern about noise levels along Oceanside Boulevard, Seagaze Drive, and Mission Avenue, especially as noise generated by motorcycles. Maximum noise levels are generated from loud traffic noise sources such as motorcycles and heavy trucks accelerating; however, these noise levels are instantaneous, short-term and dissipate as these sources move away from the stationary receptor. Therefore, traffic noise impacts are assessed based on daily traffic volumes. Existing and future roadway noise levels were calculated for 54 roadway segments located in the project area based on existing and future traffic volumes reported in the revised TIA (2018) prepared in support of the PRDEIR, and compared to determine the net traffic change due to the project and whether the change would exceed the significance threshold of a 5 dBA increase. Ambient noise measurements were conducted at six representative locations along the Coast Highway project corridor, at the noise-sensitive land uses (i.e., residences) nearest to project intersections of the corridor, to establish conservative ambient noise levels.

As shown in Section 3.10, *Noise and Vibration,* as updated in the Chapter 2, *Errata*, of the PRDER, Future with Project traffic noise levels (due primarily to redistribution of traffic volumes from lane reduction along the Coast Highway corridor) compared to Future without Project traffic noise levels would increase in some locations. Of these increases, the only significant increase would be along the roadway segment of Michigan Avenue east of Coast Highway. Because of the configuration of existing land uses in this area, this impact could not be avoided with implementation of the project. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. Traffic noise impacts would be significant and unavoidable along this roadway segment.

DEIR I7-006 This comment states that different standard for roundabouts makes them seem worse when in actuality they are better as the existing traffic signal is LOS D but the delay (53 seconds) is double the delay of a roundabout (25 seconds). The Federal Highway Administration (FHWA) Highway Capacity Manual (HCM) traffic analysis methodology has established industry standards for the thresholds to determine level of service at traffic signals and roundabouts based on the observed average vehicle delay. The TIA (2017) included in the DEIR and the revised TIA (2018) included in the PRDEIR followed these industry standard guidelines for determining traffic impacts at both types of intersections.

DEIR I7-007 This comment states that while under TR-1 Intersection 27 would have a significant impact during the PM peak hours in the Future plus Project Scenario, this impact would only occur during two hours of the day and would result in a delay of seconds not minutes. While this commenter is correct in its characterization of the traffic impacts determined for Intersection 27 in the TIA (2017) for the DEIR, new traffic impacts were determined based off the revised

TIA (2018) prepared for the PRDEIR in 2018. The revised TIA (2018) followed the FHWA HCM traffic analysis methodology, which has established industry standards for the thresholds to determine level of service at traffic signals and roundabouts based on the observed average vehicle delay. Similar to the TIA (2017) prepared for the DEIR, the revised TIA (2018) also concluded that impacts to Intersection 27 would be significant under the Future + Project scenario, with an increase of approximately 202 seconds from existing conditions. However, the PRDEIR incorporated mitigation for Intersection 27 in the Future + Project Scenario, which would reduce potential significant impacts to this intersection to a less than significant level.

DEIR I7-008 This comment states that it is unclear if the impacts described under Impact TR-2 would occur in the PM peak hours. While Table 3.14-6 in Section 3.14, *Transportation and Traffic*, of the DEIR accurately showed that the significant and unavoidable impacts would occur during PM peak hour, new traffic impacts were determined based off the revised TIA (2018) prepared for the PRDEIR in 2018. As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, all significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) during the PM peak hours in the Future + Project scenario.

DEIR I7-009 This comment states that, in relation to Impact TR-3, emergency [access] is only possibly impacted during construction and not once the project is complete. It is unclear whether this comment is asking a question or making a statement of belief. As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, a Traffic Control Plan would be required during construction to implement provisions to ensure that the construction does not interfere unnecessarily with the work of other agencies such as emergency service providers, mail delivery, school buses, and municipal waste services. Emergency access would not be impacted during construction of the proposed project. Furthermore, it is not anticipated that the project would affect emergency services or other agencies during operation as the PRDEIR states.

DEIR I7-010 This comment asks for clarification on if the traffic pilot area between Oceanside Boulevard and Morse Street is currently operating at an acceptable LOS since Alternative 1 and 2 would include that area and were determined to operate with acceptable LOS. Per CEQA Guidelines, the TIA (2017) and the revised TIA (2018) analyze the existing condition for traffic conditions within the study corridor. The lane narrowing pilot project noted in this comment is a temporary pilot project, and as such is not appropriate for use as the existing condition for CEQA analysis.

DEIR I7-011 This comment expresses support for the project objective that aims to implement the Coast Highway Vision and Strategic Plan as well as for the Incentive District, especially the different heights and densities in the Avenues and Nodes. Because this comment does not address the adequacy of the DEIR, no specific response is required. The City appreciates this commenter's support and participation in this process.

DEIR I7-012 This comment directs the reader to the specific comments on the Incentive District at the end of this comment letter and offers support for form based development. Specific responses to the specific comments on the Incentive District are provided below in responses DEIR I7-23 through DEIR I7-27.

DEIR I7-013 This comment states that current lighting standards are not enough to remove direct line of sight of streetlights from many streets away and up a hill and that shielding should extend below the face of the light. Section 3.1, *Aesthetics*, of the DEIR and PRDEIR states all new sources of light would be required to comply with the City's Municipal Code Chapter 39, which includes design measures to prevent light pollution, as well as the Incentive District's development standards for lighting. Compliance with all applicable and required regulations would reduce any light impacts to less than significant.

DEIR I7-014 This comment states that the 20-foot height difference between the maximum building heights in the Avenues and Nodes doesn't create a skyline and should be considered a significant impact. As discussed in Section 3.1, *Aesthetics*, of the DEIR and PRDEIR, the Incentive District would establish regulations intended to promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms. Therefore, as projects are submitted to the City for approval under the Incentive District, the City's planning process would ensure that building heights are varied to avoid a tunnel effect in the Node areas.

This comment also states that height and density should be focused in the Nodes. As described in the Chapter 2, *Project Description*, of the DEIR, the Nodes are the areas of the Incentive District which allow for the highest building heights and greatest densities.

DEIR I7-015 This comment states that the resulting slower speeds the would result from the proposed project would serve as a type of mitigation for the existing loud engine noise that permeates from the Oceanside Boulevard to Neptune Way. While slower engines speeds are not considered a mitigation measure for traffic noise levels in the EIR, the decrease in traffic noise levels due to the project could be considered a secondary benefit of the project. Because this comment doesn't address the adequacy of the DEIR, no specific response is required.

DEIR I7-016 This comment inquires at what point population growth in the city will become too great for the current roadway configuration to support and states it is

important to prioritize livability with walkable communities over cars. Because this comment does not address the adequacy of the DEIR, no specific response is required.

DEIR I7-017 This comment states there are alternative methods to the level of service (LOS) method to analyze traffic impacts and asks if a different method would show that the Complete Streets improvements would be superior to existing conditions. The TIA (2017) contained in the DEIR and the revised TIA (2018) contained in the PRDEIR used the traffic study guidelines currently adopted by the City, which uses the LOS methodology. The revised TIA (2018) also includes a vehicle miles traveled (VMT) analysis for reference, as the City does not have an adopted methodology or impact thresholds established for this type of analysis. As shown in Section 3.14, *Transportation and Traffic*, of the PRDEIR, the VMT analysis showed the Future Conditions + Project scenario generates a lower VMT per capita by approximately 10 percent when compared to the baseline Future Conditions without Project condition. This result is expected as the project seeks to promote smart growth with strategies such as encouraging and emphasizing multi-modal transportation to increase access and mobility.

DEIR I7-018 This comment states that almost all study intersections show an improvement in the time of delay with the project and the two intersections that don't show improvement can be solved by installing 2-lane roundabouts. While this commenter is correct in its comment on the DEIR, based off the revised traffic analysis in the revised TIA (2018) and PRDEIR, new traffic impacts and mitigation for the project have been identified. As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, all significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) in the Future + Project scenario. Of these four intersections, installation of a two-lane roundabout was identified to be the necessary mitigation for the intersection at Coast Highway and Wisconsin Avenue to fully reduce impacts to a less than significant level. However, this measure was determined to be infeasible by the City due to the amount of private right-of-way that would need to be acquired to accommodate these larger roundabouts. Therefore, the significant and unavoidable impacts would remain at the intersection at Coast Highway and Wisconsin Avenue.

DEIR I7-019 This comment identifies that the cumulative projects, the Belvedere (#4) and the 1010 (#31), listed in Table 4-2 are the same project. This comment is correct in identifying the duplicate projects in Table 4-2, Cumulative Projects within the Project Area. The reference to the 1010 Oceanside project has been removed from Table 4-2 in the EIR contained in Volume 3 of this FEIR; however, this revision is a minor textual changes and does not change the impact conclusions of Chapter 4, *Cumulative Impacts,* of the DEIR.

DEIR I7-020 This comment states that the DEIR failed to consider the future failures of Aesthetics and Land Use (degradation to strip mall with associated loss of landscaping as has been seen many times), Noise unabated, Transportation missing modes, and general lower quality of life associated with the No Project Alternative. Chapter 5, *Alternatives*, of the DEIR and PRDEIR included a comprehensive analysis of the No Project Alternative, where the project area would remain as is under existing conditions. The No Project Alternative did not evaluate the potential for the conditions of the project area to worsen as that would be speculative in nature as it cannot be determined at this time if the City would or would not allow those conditions to decrease. The analysis of the No Project Alternative is in compliance with the requirements of the CEQA Guidelines. No revision to the EIR is required in response to this comment.

DEIR I7-021 This comment states that traffic signals at Coast Highway and Morse Street and Coast Highway and Oceanside Boulevard are unacceptable because they cause back up and stop free flowing traffic conditions. The TIA (2017) contained in the DEIR and the revised TIA (2018) contained in the PRDEIR followed the City's traffic study guidelines. Per the City's traffic study guidelines, traffic signals were determined to provide an improved level of service during the AM and PM peak hours at these two intersections. No revision to the EIR is required in response to this comment.

DEIR I7-022 This comment states that the No Project Alternative would not reduce noise and vehicular and pedestrian accidents and no improvements would occur. This commenter is correct that under the No Project Alternative, the project changes in the circulation pattern would not occur, which would not increase traffic volumes on some roadways segments, and thereby not increase traffic noise on these segments. This commenter is also correct that no improvements, such as mid-block crosswalks, raised medians, continuous bicycle lanes, or enhanced streetscaping would be provided.

DEIR I7-023 This comment states that implementation of the Incentive District would not lose the skyline, not concentrate commercial uses, and cause the project area to become a string of lower end retail with no landscaping. This comment also requests that mixed use and commercial uses be removed in favor for residential and office uses in the Incentive District area. Because this comment does not address the adequacy of the DEIR, no specific response is required.

DEIR I7-024 This comment provides suggestions on changes to the form based development portion of the Incentive District. Because this comment does not address the adequacy of the DEIR, no specific response is required.

DEIR I7-025 This comment provides suggested changes to Table 2 in the Incentive District. Because this comment does not address the adequacy of the DEIR, no specific response is required. The City appreciates this commenter's input on the design

guidelines of the Incentive District and this comment is included in the FEIR for consideration by the City prior to a final decision on the project.

DEIR I7-026 This comment provides suggested changes to the type of residential and live/work development and parking allocations in each area allowed under the Incentive District. Because this comment does not address the adequacy of the DEIR, no specific response is required. The City appreciates this commenter's input on the design guidelines of the Incentive District and will include this comment in the FEIR for consideration by the City prior to a final decision on the project.

DEIR I7-027 This comment provides design specifications for sidewalks and parkways in the Incentive District area. Because this comment does not address the adequacy of the DEIR, no specific response is required. This comment is included this FEIR for consideration by the City prior to a final decision on the project.

From: lisa hamilton [mailto:skilisa@hotmail.com]
Sent: Thursday, August 24, 2017 1:50 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Objections to DEIR

I very much object to the hazy nature of the DEIR. Very few numbers are given on which to make a good choice and many outcomes seem very unlikely. I particularly worry about the accuracy of traffic predictions under any alternative.

1. Traffic calculations were made in 2013, before the lane narrowing pilot project. The EIR does not account for backups because of the lane narrowing and the cost of lost business to companies in the dip and also leading up to it. DEIR I8-1
2. No dollar cost estimate was given to build even one roundabout, never mind 12. Construction is said to last until perhaps 2030. The loss of business because of roundabout construction disruption of ALL traffic will be incalculable.
3. No impact is foreseen for incentive districts. How can we add thousands of living units along Coast Highway with
a) no impact on traffic,
b)no impact on parking in the neighborhoods because buildings are allowed without adequate parking because they are close to transit. DEIR I8-2
c) no requirements for additional city services and infrastructure.
4. The F and D LOS foreseen at Wisconsin, and Cassidy St, because of the desire for "Complete Streets" the whole length of Coast Highway is unacceptable when a stoplight at the already signalized intersections would allow much better traffic flow. This is sacrificing actual people's everyday movement for a dream of "Complete Streets" It could easily force traffic to go another town to the beach rather than deal with Oceanside's traffic snarls. DEIR I8-3
5. "Form based Planning" in the so called Incentive Zones should not be allowed. The City should stick to resident monitored projects which are passed through our regular zoning codes and the Planning Commission. DEIR I8-4
Administrative Approval by a Planner should not happen. it is an incentive for ignoring neighborhood wants and citizen participation and is open to misuse...as witnessed by the 3rd story roof decks which are not allowed in current zoning.
6. The Mission Avenue renewal has not been an astounding business success. We do not have stores fighting for space, the only places people walk to are Dairy Queen and Mission Bar and Grill. Why should this be any different? Bird Rock, often referred to as a comparison, has not become the thriving place downtown LaJolla is where 4 lanes of traffic are still flowing. Solana Beach and El Cajon have narrowed but not eliminated travel lanes and planted street trees for beautification. Why not follow their examples? DEIR I8-5

Lisa Hamilton
323 S. Ditmar St.
Oceanside, CA 92054

Sent from my iPad

Letter DEIR I8 Response

Lisa Hamilton August 24, 2017

DEIR I8-001 This comment questions the level of detail provided in the DEIR and states that the financial implications for the Complete Streets improvements have not been provided. In accordance with Section 15146 of the CEQA Guidelines, the degree of specificity required in an EIR corresponds to the degree of specificity of the underlying activity being analyzed in the EIR. Because the proposed project is anticipated to occur over through 2035, the level of specificity, including the financial costs of the various components of the proposed project, is high-level at this time, where a greater level of specificity would be determined at the time of implementation. To provide a greater level of specificity than what was presented in the DEIR would be too speculative at this time and would not be aligned with the purpose of CEQA. Therefore, the level of specificity included in the DEIR is appropriate for the proposed project and satisfies the requirements of CEQA. Furthermore, project cost is not required to be analyzed in the DEIR per CEQA Guidelines. The City would prepare detailed construction and design plans for the Coast Highway corridor as part of subsequent phases of project development. These efforts would examine construction conflicts and would provide an appropriate plan to minimize any potential conflicts.

This comment also states that the TIA (2017) and DEIR do not account for the lane narrowing pilot project currently in effect. Per CEQA Guidelines, the TIA (2017) and the revised TIA (2018) analyze the existing condition for traffic conditions within the study corridor. The lane narrowing pilot project noted in this comment is a temporary pilot project, and as such is not appropriate for use as the existing condition for CEQA analysis.

DEIR I8-002 This comment inquires how there would be no impacts to traffic and parking with implementation of the Incentive District, which would add thousands of more residents in the project area.

Traffic impacts as a result of the proposed project land use and roadway changes as identified in the TIA (2017) and DEIR as well as the revised TIA (2018) and PRDEIR. As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) in the Future + Project scenario because no feasible mitigation is available to fully mitigate the impacts at these four locations.

In addition, while analysis of parking demand and parking impacts is not required per the CEQA Guidelines, please refer to response DEIR I4-007 for the response to this comment.

DEIR I8-003 This comment asks if installing roundabouts in place of traffic signals in order to establish Complete Streets is worth decreasing the LOS of the intersections of Coast Highway with Wisconsin Avenue and Cassidy Street. This comment does not address the adequacy of the DEIR and therefore, no specific response is required. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I8-004 This comment expresses opposition to the "Form Based Planning" component of the Incentive District and states that projects should continue to be approved through the existing zoning code and Planning Commission. This comment does not address the adequacy of the DEIR and therefore, no specific response is required.

DEIR I8-005 This comment provides comparisons to Bird Rock and La Jolla, Solana Beach and El Cajon, and requests that lanes be narrowed but not eliminated with additional streetscaping. The EIR assessed conditions related to the proposed project within its current and forecast future setting. The proposed project is based on the improvements identified in the Coast Highway Vision and Strategic Plan, previously prepared as an advisory document by the City. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project. The City appreciates this commenter's participation in the planning and environmental review process.

August 24, 2017

Arleen Hammerschmidt
2390 Ivy Rd.
Oceanside, CA 92054

Oceanside City Council, City Manager, City Attorney
300 N. Coast Highway
Oceanside, CA 92054

COMMENTS ON COAST HIGHWAY PROJECT

Keep Oceanside Real & Beachy – *Keep the Soul of Oceanside!*

Dear City Council,

I am writing to you to about the Coast Highway Corridor Project because: *I'm very concerned about public input, safety, emergency access, gridlock, and parking.*

I DO NOT WANT:

- 'By-right' approval of Planning Department
- Developer incentives
- No parking requirement for residential 2A
- One lane in each direction in South Oceanside
- 65 foot tall building on Coast Highway (36 feet is tall enough)
- Administrative approvals for projects
- Roundabouts (which are, as yet, unstudied re. traffic volume, emergencies, size of vehicle)
- I-5 Traffic backing up because Coast Hwy. Is slower and worse
- Coast Hwy. backing up while waiting for delivery trucks to unload
- Traffic backing up while waiting for Transit busses to load/unload
- Unsafe neighborhoods due to cut-through traffic in the neighborhoods near Coast Hwy.
- Those doing business at Coast Hwy. to park 1-2 blocks away from the business

DEIR I9-1

I DO WANT:

- ✓ Government BY the people (not 'By-right' of Planning Department)
- ✓ ZERO DEVELOPER INCENTIVES
- ✓ More public input in the process rather than less: Planning Commission approval
- ✓ Planning Commission, public notice, hearings and approval must be included
- ✓ Coast Hwy. building height same as that currently on Coast Hwy.
- ✓ Parking adjacent to businesses on Coast Hwy.
- ✓ Safe & low volume traffic in neighborhoods near Coast Hwy.

- ✓ Lighted crosswalks on Coast Highway at Loma Alta, Whaley St., Kelly St., Eaton St., Eucalyptus, West, Minnesota
- ✓ Four (4) lanes of Coast Hwy. through Oceanside
- ✓ California native plants for street/shade trees
- ✓ Planted medians where possible; using California native plants
- ✓ More bike racks
- ✓ Complete the Rail Trail for bikes, including over Loma Alta Creek (much safer for everyone than bike lanes on Coast Hwy.)
- ✓ More unrestricted public parking downtown

DEIR I9-1

MY QUESTIONS:

1. How is "By-right" Planning Department approval "government by the people"?
2. Where will residents park if there is no parking requirement for residential 2A?
3. How will developer incentives help us keep the soul of Oceanside (Beachy and Real)?
4. How do 65ft. buildings on Coast Highway affect Oceanside's beachy image that draws so many visitor?

DEIR I9-2

5. How will these roundabouts effect traffic volume, emergency response time, and size of vehicle that can navigate the roundabouts?

DEIR I9-3

6. What will traffic volume on side streets become when Coast Highway is blocked or slowed?
7. Where will shoppers park when doing business on Coast Highway?

DEIR I9-4

8. How would pedestrians be safer with lighted crosswalks on Coast Highway at Loma Alta, Whaley St., Kelly St., Eaton St., Eucalyptus, and West, Minnesota?
9. How much money can be saved landscaping with California native plants in medians/sidewalks as shade, etc.?

DEIR I9-5

10. How would providing bike racks increase shopping revenue?
11. How will completing the Rail Trail for bikes increase biking safety in Oceanside?
12. ***How does this plan accommodate the needs of our aging Baby Boomer population?***

DEIR I9-6

Thank you for understanding my concerns, and answering my questions.

Sincerely,

Arleen Hammerschmidt

2390 Ivy Rd.

Oceanside, CA 92054

Letter DEIR I9 Response — Arleen Hammerschmidt August 24, 2017

DEIR I9-001 This comment raises economic, social, or political issues that do not relate to potential effects of the proposed project on the environment. This comment does not address the adequacy of the DEIR and, therefore, no specific response is required. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I9-002 This comment questions residential parking requirements for residential 2A and how the increased building height would continue the "beachy" character of the project area. while analysis of parking demand and parking impacts is not required per the CEQA Guidelines, please refer to response DEIR I4-007 for the response to this comment.

Section 3.1, *Aesthetics*, of the DEIR and PRDEIR evaluated potential impacts resulting from implementation of the Incentive District on the existing visual character and quality and concluded that impacts would be less than significant. Furthermore, consistent with the overall ideas in the City's Vision Plan, the Incentive District would establish regulations intended to promote high-quality urban and architectural design and include general architectural standards that include, but are not limited to, standards on pedestrian paseos, lighting, raised terraces, large windows on storefronts, facades and frontages, and streetscaping. All of these are intended to improve the overall visual quality and character of the area.

DEIR I9-003 This comment asks how the installation of roundabouts would affect traffic volumes both on Coast Highway and surrounding streets, emergency response times, and the size of the vehicles that can navigate the roundabouts. Please refer to response DEIR I4-004 and DEIR I5-005 for the response to this comment.

DEIR I9-004 This comment inquires where shoppers would park when visiting stores along Coast Highway. Please refer to response DEIR I4-007 for the response to this comment.

DEIR I9-005 This comment asks how the installation of lighted crosswalks in the Coast Highway corridor would increase public safety. A lighted crosswalk provides additional visibility and awareness for drivers and pedestrians when compared to non-lighted crosswalks. In addition, the corridor is expected to experience reduced vehicle speeds through the use of bulb outs and other design elements, further increasing pedestrian safety.

This comment also raises questions on secondary financial aspects of the project. Project costs, direct and indirect, are not required to be analyzed in the DEIR per CEQA Guidelines. The City would prepare detailed construction and design plans for the Coast Highway corridor as part of subsequent phases of project development and could choose at that time to disclose project costs.

DEIR I9-006 This comment expresses concern for the aging "Baby Boomer" population. This comment does not raise any issue concerning the adequacy of the DEIR and therefore no specific response is required. The City appreciates this commenter's participation in the process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

From: Jane Marshall [mailto:jmarshall@bps.net]
Sent: Friday, August 25, 2017 9:32 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: Jeff Hunt <JHunt@ci.oceanside.ca.us>; Russ Cunningham <RCunningham@ci.oceanside.ca.us>; David DiPierro <DDiPierro@ci.oceanside.ca.us>; Deanna Lorson <DLorson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>; Michelle Skaggs Lawrence <mlawrence@ci.oceanside.ca.us>
Subject: Re: Coast Hwy EIR Review-Request for Clarifications

Thanks John, and all,

Please note the link to the Aug article in SD Magazine on Oceanside - a positive spin for Oceanside and also predicts more growth as one of 3 underdeveloped beach communities in So Cal. It seems to represent local sentiments pretty well. Perhaps we aught not use the past to represent our future...

http://www.sandiegomagazine.com/San-Diego-Magazine/August-2017/The-Oceanside-Revolution/

Kindly, Jane Marshall

DEIR I10-1

On Fri, Aug 25, 2017 at 9:22 AM, John Amberson <JAmberson@ci.oceanside.ca.us> wrote:

> Jane –
>
> Staff responses are in red below.
>
> Thank you,
>
> John
>
> **From:** Jane Marshall [mailto:jmarshall@bps.net]
> **Sent:** Wednesday, August 23, 2017 4:23 PM
> **To:** John Amberson <JAmberson@ci.oceanside.ca.us>; Jeff Hunt <JHunt@ci.oceanside.ca.us>
> **Subject:** Coast Hwy EIR Review-Request for Clarifications
>
> Hi Jon,
>
> After review of the recently released Coast Hwy Redevelopment EIR report, the OCNA Board of Directors has the following questions:

DEIR I10-2

1) Incentive Plan:

a) Why does the Incentive Plan proposed for developers include Administrative Review and "by right" approval by-passing public input? The Vision Plan is intended to enhance and revitalize the Coast Hwy. Among its many action items is PW5 which states "Direct staff to prepare and implement a Development Incentives Policy, to include … expedited permitting…" [underlining added]. Administrative review can still include public notice and comments.

DEIR I10-3

b) Why is excluding public input important when it has been shown to create more harmony with the existing neighborhoods? Cities generally have a scale of public review ranging from public hearing approvals, to administrative approvals after comment, to staff approval without comment; depending on the type of development, with more discretionary projects getting more review. The more extensive public reviews result in longer time and higher costs for new development. So a common method to expedite permitting is to streamline – not necessarily eliminate all – public review. This is up to each city (i.e. Del Mar has public review of homes, while Oceanside generally does not). The intent is not to exclude public input – the intent is to expedite permitting.

DEIR I10-4

c) What are the pros and cons of using form-based planning in this development vs. the current methods,

Form based codes provide more certainty for citizens, developers and decision makers by establishing clear criteria that development must meet. With more certainty comes less discretion and less need for extensive public review. Not all public review is eliminated – it depends on the project.

DEIR I10-5

2) Population Projections:

a) Why are there no population projections included in this report, considering it looks out to 2035, and has many "mixed use" examples of residential units over commercial services projected of approximately 5000 units? ? Population and housing forecasts are provided in Section 3.11 (Population and Housing). While the traffic analysis is based on aggressive housing growth projections (largely premised on existing zoning), market studies conducted in 2007 and 2014 indicate that these projections exceed anticipated housing demand by as much as 2,500 units. Outside of the Downtown District, the corridor has seen virtually no (re)development over the past several decades (with the recent exceptions of the Morse Street condominiums and the Beach Break restaurant). This is despite the fact that existing zoning allows for four-story development and residential densities up to 43 dwelling units per acre. If the past is any indication of the future, it seems unlikely that demand for new housing will approach the growth projections factored into the traffic analysis. Thus, staff believes the traffic analysis provides a conservative "worst-case" scenario.

DEIR I10-6

b) And, if approximately 5000 units are projected, why then are there no traffic and parking impacts noted and related mitigations? The 5200 additional residential housing units represent a theoretical threshold in terms of traffic generation (for conservative analysis). This does not represent the amount of additional housing the City will allow to be constructed along the study corridor. A market analysis was completed (and available on the project webpage) that shows a high housing demand of about 3600 additional units. The City can and will cap the housing along the corridor as future needs require. The EIR does identify mitigation measures for traffic impacts (See Table S-2 in DEIR). The proposed project is also anticipated to provide more on-street parking. Parking provisions for all residential projects will also be maintained with efforts to increase available public parking through the Incentive Overlay District.

DEIR I10-7

Market Assessment revealed the demand for housing along the corridor to be only

c) And, what are the traffic and parking impacts compounded with the current projects and units already underway? ? Current projects were all studied under a separate environmental review process, which include traffic studies. Current projects were required to mitigate their projected traffic impacts and to supply off-street parking based on the City zoning ordinance. The Coast Highway Corridor Study analyzed existing conditions with and without the proposed alternative/s. Existing conditions include all current approved and constructed projects within the study corridor. The proposed Coast Highway Corridor alternatives where studied in both existing and future year conditions.

DEIR I10-7

DEIR I10-8

3) Complete Streets:

a) How will this development be funded? Funding will occur a number of different ways. Traditional funding programs such as TransNet and SANDAG grants, such as the SGIP (Smart Growth Implementation Program), will help fund the various street improvements. This in combination with developer participation as part of the proposed IOD (Incentive Overlay District), fair share contributions, and standard development frontage improvements are another means of obtaining funds street improvements.

DEIR I10-9

b) Is there any State grants anticipated? Yes

c) Does this have to be all or nothing to receive funding? ? No. The City will phase each improvement. There will be a phased Implementation Plan and Finance Strategy (currently being worked on and not yet completed) to give the City some direction on how to pay for roadway construction efforts.

d) If intersections will have reduced service (Wisconsin and Oceanside Blvd.) why can't they have traffic signals? The DEIR analyzed a roundabout at Oceanside Blvd. on Coast Highway, but the level of service analysis revealed a significant impact. Either a two-lane roundabout or a traffic signal would be necessary to mitigate the failing LOS. The project proposes to maintain a traffic signal at Oceanside Blvd. at Coast Hwy as a form of mitigation.

DEIR I10-10

Wisconsin Avenue on Coast Highway is also projected to fail with a single-lane roundabout. However, the project proposes to adopt overriding statement of consideration here and install the roundabout anyway due to its low left turning volume (relative to O'side Blvd), relationship with adjacent proposed roundabouts and mid-block crosswalks proposed from Washington to West, as well as its relationship to the downtown area.

e) What is meant by commercial villages, and where would these be located? The "commercial village" designation largely reflects a status quo approach to zoning standards – i.e., these areas would not benefit from an allowance for standalone residential (as would "avenue" segments) or additional density and building height (as would "nodal" areas). The only incentive applicable to the "commercial village" areas would be expedited project review if and only if an applicant agrees to subject his/her project to the formed-based zoning standards. The "commercial village" designation is meant to acknowledge and preserve much of the existing character of land use and development in these areas (i.e., Coast Hwy south of Cassidy Street and Wisconsin Avenue west of Coast Hwy).

DEIR I10-11

There are many fine elements to the Coast Hwy Redevelopment plan, but we need clarification on these please as soon as possible.

DEIR I10-12

Thank you in advance,

OCNA Board of Directors:
Jane Marshall, President, OCNA
Lisa Hamilton, Vice President, OCNA
Lane Stewart, Treasurer
Kathleen Justice, Director of Membership
Judi Potter, Director of Publicity

Letter DEIR I10 Response — Jane Marshall August 25, 2017

DEIR I10-001 This comment provides follow up to the City's response to this commenter's email, as well as the link provided to a news article discussing development in the City. This comment does not raise any issue concerning the adequacy of the DEIR and, therefore, no specific response is required.

DEIR I10-002 This comment services as the introduction to the following comments. This comment does not raise any issue concerning the adequacy of the DEIR; no specific response is required.

DEIR I10-003 This comment questions why the Incentive District includes Administrative Review and "by-right" approval by-passing public input. The City replied to this commenter saying, "The Vision Plan is intended to enhance and revitalize the Coast Highway. Among its many action items is PW5 which states "Direct staff to prepare and implement a Development Incentives Policy, to include expedited permitting." The City also clarified that administrative review can still include public notice and comments.

In addition to the City's response, the DEIR states:

> *"The City prepared the Vision Plan and the City Council voted to accept the Vision Plan in 2009 to serve as an advisory document to help guide future development within the Coast Highway corridor. The concept of the Incentive District was inspired by the Vision Plan, which served as a guidance document, along with the City's General Plan, during the development of the Incentive District.*
>
> *The primary purpose of the Incentive District is to encourage redevelopment and revitalization of the Coast Highway corridor through land use regulations, design and development criteria, and development incentives that will encourage sustainable, high-quality development" (DEIR pg. 2-19).*

Furthermore,

> "*The Incentive District incents development and redevelopment by offering a streamlined development review process, expanding the land uses permitted by right, reforming parking standards, and allowing increased height of buildings in certain planning areas, with discretionary approval" (DEIR pg. 2-21).*

As the DEIR states, the Incentive District was inspired by the City's Vision Plan, which was prepared as an advisory document intended to enhance and revitalize Coast Highway. Among the Vision Plan's many action items, Planwide Efforts (PW)-5 states:

> *"Direct staff to prepare and implement a Development Incentives Policy, to include among other things, green tape zone, expedited permitting, and 'zero fee' green design incentives". [underlining added] (Vision Plan pg.64).*

In terms of additional environmental review of future projects under the Incentive District, the DEIR explained:

> *"Future development and redevelopment projects that might occur within the Incentive District would be required to undergo the City's development review process, where the City would determine if a project is consistent with this EIR pursuant to CEQA requirements. Where specified in this EIR, future development and redevelopment projects would be required to implement all applicable mitigation measures. Once the City has determined a project has demonstrated compliance with this EIR, no subsequent actions would be necessary to fulfill the requirements of CEQA" (DEIR pg. 1-2).*

The City would still review projects proposed under the Incentive District to ensure that the project complies with all requirements of the Incentive District and implements all applicable mitigation measures contained in this EIR. During administrative review, the City could elect to still include public notice and comments for specific projects.

DEIR I10-004 This commenter is questioning why environmental review of future projects under the Incentive District would not include public review, which in their opinion creates more harmony in the community. While this comment does not address the adequacy of the DEIR, the City has provided the following response to provide clarity to their planning process. Depending on the type of development, Cities generally have a scale of public review, including: public hearing approvals, administrative approvals after comment, and staff approval without comment. Discretionary projects typically undergo more review than ministerial projects. The more extensive public reviews result in lengthier time frames and higher costs for new development. A common method, used by a variety of municipalities, is to expedite permitting through streamlining not necessarily eliminating public review. This is up to each municipality, for example, Del Mar conducts public review for homes, while Oceanside generally does not. The intent is not to exclude public input but rather to expedite permitting. Furthermore, as stated above, the City could elect to still include

public notice and comments for specific projects during the administrative review process.

DEIR I10-005 This commenter is inquiring about the pros and cons of using form-based planning over the current method. Through form based codes, the City can establish clear criteria that development must meet, which in turn provides more certainty for citizens, developers and decision makers. The Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. This creates both reduces discretion and need for extensive public review for projects. However, the City would be able to impose public review on future projects proposed under the Incentive District at its discretion, depending on factors, such as the type and/or design of development and public controversy.

DEIR I10-006 This commenter questions why the DEIR does not include any growth projections. This commenter is incorrect in this statement as population and housing forecasts are provided in Chapter 2, *Project Description*, and Section 3.11, *Population and Housing*, of the DEIR. While the traffic analysis is based on aggressive housing growth projections (largely premised on existing zoning), market studies conducted in 2007 and 2014 indicate that these projections exceed anticipated housing demand by as much as 2,500 units. Outside of the Downtown District, the corridor has seen virtually no (re)development over the past several decades (with the recent exceptions of the Morse Street condominiums and the Beach Break restaurant). This is despite the fact that existing zoning allows for four-story development and residential densities up to 43 dwelling units per acre. If the past is any indication of the future, it seems unlikely that demand for new housing would approach the growth projections factored into the TIA (2017 and 2018). Thus, City Staff believes the TIA (2017 and 2018) provides a conservative "worst-case" scenario.

In addition, to provide clarity of the growth projections used in the revised TIA (2018), Table 2-1, Future Project Land Use Conditions, in Chapter 2, *Project Description*, was revised and provided in the PRDEIR. For purposes of comparison, Table 2-1 was revised in the PRDEIR to include estimates for projected development to 2035 without the proposed project, and with the proposed project within the Oceanside Coast Highway Project Area and the traffic analysis study area. It is important to distinguish between the proposed project area and the TIA study area as the latter requires a much larger study area for traffic modeling purposes.

DEIR I10-007 This comment asks for clarification on why there are no traffic and parking impacts along with associated mitigation noted in the EIR if 5,000 units are projected. As stated above, to provide clarity of the growth projections used in the revised TIA (2018), Table 2-1, Future Project Land Use Conditions, in Chapter 2, *Project Description*, was revised and provided in the PRDEIR. For

purposes of comparison, Table 2-1 was revised in the PRDEIR to include estimates for projected development to 2035 without the proposed project, and with the proposed project within the Oceanside Coast Highway Project Area and the traffic analysis study area. As shown in Table 2-1 in Chapter 2, *Errata,* of the PRDEIR, the traffic analysis study area, which is much larger than the project area, is projected to accommodate 5,871 residential units, which is more than double the 2,688 residential units projected to be accommodated in the project area. Furthermore, the projected residential housing units represent a theoretical threshold in terms of traffic generation (for conservative analysis). This does not represent the amount of additional housing the City would allow to be constructed along the study corridor. A market analysis was conducted by Keyser Marston Associates for the Coast Highway study area that estimates supportable demand by land use category through 2030. The market analysis estimates a high housing demand of about 3,600 additional units. The City can and would cap the housing along the corridor as future needs require.

In addition, this commenter incorrectly states that the EIR does not include significant traffic impacts and mitigation measures. The EIR does identify mitigation measures for traffic impacts; please refer to Section 3.14, *Transportation and Traffic,* of the PRDEIR and Table S-2 in the DEIR and partially updated in the PRDEIR. In regards to parking, while analysis of parking is not required under CEQA, as shown in response DEIR I4-007, the proposed project is also anticipated to provide more on-street parking. Parking provisions for all residential projects would also be maintained with efforts to increase available public parking through the Incentive District.

DEIR I10-008 This comment asks what are the traffic and parking impacts when considering the project with other cumulative projects. The DEIR and PRDEIR evaluated the cumulative impacts of project implementation in conjunction with 44 cumulative projects in Chapter 4, *Cumulative Impacts,* of the DEIR and partially updated in the PRDEIR. Because traffic is a cumulative in nature, the traffic analysis in the revised TIA (2018) and Section 3.14, *Transportation and Traffic,* of the PRDEIR accounted for the development of the other identified cumulative projects in the determination of the project's impacts and mitigation.

As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, all significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) in the Future + Project scenario due to no feasible mitigation to fully mitigate the impacts at these four locations.

DEIR I10-009 This comment asks how funding for the project would be sourced and secured and asks if the project in its entirety needs to be funded at once. While this comment does not raise any issue concerning the adequacy of the DEIR, the City has confirmed that funding is anticipated to occur a number of different ways. Traditional funding programs such as TransNet and SANDAG grants, such as the Smart Growth Implementation Program, could help fund the various Complete Streets improvements. This in combination with developer participation as part of the proposed Incentive District, fair share contributions, and standard development frontage improvements. In addition, the City is anticipating securing State grants as well. In regards to the phasing of the project, the City is currently preparing a phased Implementation Plan and Finance Strategy, which would lay out the City's financial plan for the Complete Streets improvements construction efforts.

DEIR I10-010 This comment asks if the intersections of Coast Highway with Wisconsin Avenue and Oceanside Boulevard would have reduced service with the project, why can't traffic signals by installed at these locations instead of roundabouts. Based on the revised traffic impact analysis in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, of the PRDEIR, the significant impacts identified at the intersection of Coast Highway and Oceanside Boulevard would be mitigated to a less than significant level with the installation of a traffic signal.

However, in order to improve impacts to Coast Highway and Wisconsin Avenue to an operating condition that is less than significant under the Future Conditions + Project scenario, the capacity of the single-lane roundabout would need to be increased to a two-lane roundabout. However, the mid-corridor intersection at Coast Highway and Wisconsin Avenue has limited right-of-way, which prevents the installation of a two-lane roundabout. Further, a signalized intersection is also not a viable solution as this intersection is integral to the continuity of the Complete Streets improvements throughout the corridor. For these reasons, project impacts to the intersection of Coast Highway and Wisconsin Avenue would remain significant and unavoidable under the Future Conditions + Project scenario.

DEIR I10-011 This comment ask what is meant by the "commercial village" designation and asks where this designation would be located. Map 2, Sub-Area Plan, of the Incentive District Ordinance, contained in Appendix H of the DEIR, shows the locations where the commercial village designation is proposed. Generally, this designation would be located Wisconsin Avenue and between Cassidy Street and the City's southern limit. The commercial village designation allows for expedited project review in exchange for adherence to the formed-based zoning standards established in the Incentive District. The commercial village designation is meant to acknowledge and preserve much of the existing character and development in these areas.

DEIR I10-012 This conclusory comment request clarification as soon as possible on the points raised in this comment letter. This comment does not raise any issue concerning the adequacy of the DEIR. The City appreciates this commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

From: Mindy Martin [mailto:mindymmartin@gmail.com]
Sent: Friday, August 25, 2017 2:09 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>
Subject: EIR Comments

Good afternoon.

I'm writing to express my support for complete streets in Oceanside. I support improvements from the Harbor to the Carlsbad lagoon. DEIR I11-1

I would urge the City to rethink increased height allowances on Coast Hwy. The final EIR should explain how we will avoid a tunnel effect. DEIR I11-2

Thanks very much for all of time and effort that went into this study. Many Oceanside residents value your work! DEIR I11-3

Sincerely,

Mindy Martin
1104 South Ditmar Street

Letter DEIR I11 Response

Mindy Martin August 25, 2017

DEIR I11-001 This comment expresses support of the Complete Streets approach for the project. This comment does not raise any issue concerning the adequacy of the DEIR. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I11-002 This comment urges the City to rethink the increased height allowances and states that the FEIR should explain how the proposed project would avoid a tunnel effect. As discussed in Section 3.1, *Aesthetics*, of the DEIR and PRDEIR, implementation of the Incentive District would allow increased building heights up to a maximum of 65 feet only in the Node areas with discretionary approval compared to the existing limit of 45 feet. The Incentive District would also establish regulations intended to promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms. Therefore, as projects are submitted to the City for approval under the Incentive District, the City's planning process would ensure that building heights are varied to avoid a tunnel effect in the Node areas.

DEIR I11-003 This comment provides a conclusion to this comment letter. This comment does not raise any issue concerning the adequacy of the DEIR and no specific response is required. The City appreciates this commenter for participating in the planning an environmental review process.

Paradise by the Sea Beach RV Resort
Owners Greg & Kathy Sampson
General Manager Cole Sampson
1537 South Coast Highway
Oceanside, CA 92054

RE: Letter addressing Environmental Impact Report (EIR)

Mr. Amberson,

These are our comments on the EIR related to the Coast Highway Improvement Project.

Our Support: We fully support the efforts to revitalize South Oceanside into a more tourism-centered and live/stay/play atmosphere! We appreciate the efforts to create an overlay to the zoning in our area. We have owned and operated our RV Resort for 40 years, and our goal is to continue offering affordable and memorable vacations for families from all socioeconomic backgrounds desiring to enjoy a beach vacation. We are the only Beach RV Resort in all of Southern California, and we draw guests from across the globe to spend their tourism dollars in Oceanside. Over 5,000 RV's annually need to have reasonable access to our resort from both Oceanside Blvd (I-5) and Vista Way (78).

Our Stance: Moving forward, we, along with the Coastal Commission, will continue to advocate for reasonable RV access to our business from both the north and south, and we will continue to advocate for the Incentive Overlay to attract more "tourism friendly" businesses to South Oceanside.

DEIR I12-1

WE SUPPORT ALTERNATIVE 2

Traffic: We support measures to keep the current two-lane road diet between Oceanside Blvd and Morse Street. The downside of this road diet has been that RVs and passenger cars must wait up to 5 minutes for a break in traffic in order to make a left turn in and out of our business—but the upside is that RVs can make wider right turns into our driveway, and our guests can ride bicycles in the bike lane. We hope that maintaining this current traffic pattern will attract "visitor-serving businesses" like ours.

Incentive Overlay: We fully support the Incentive Overlay proposal that will draw developers that want to create a more live/stay/play atmosphere.

DEIR I12-2

Roundabouts: We have no issue with roundabouts being installed north of Oceanside Blvd, as our guests access our resort from Oceanside Blvd, Cassidy Street, and Vista Way I-5 off-ramps. **We do not support roundabouts at Oceanside Blvd south to Vista Way.** *Our Concern:* How can we be assured that 5,000 RV drivers of varying skill abilities can make that turn every year to reach our business? All studies completed have been based on the turning radius of an 18-wheeler or city bus, which have a much different wheel base than that of an RV. Here is the data we gathered from RV manufacturers regarding the turning radius of a 46-foot motorhome (legal length is 46' + 24' cargo trailer= 70'

DEIR I12-3

maximum): A 46-foot motorhome would need an 18'-20' wide lane and at least 85 foot-wide diameter to complete a left turn from Oceanside Blvd to Coast Hwy. Meaning, a very small, low truck apron with little room for landscaping and décor due to off-tracking of the rear interior wheel of an RV. For example, a 46-foot Prevost Motorhome with a 55-degree wheel turn has a 45.4 foot turning radius when completing a u-turn on a dime in a parking lot *(See Exhibit C),* not factoring in a roundabout's center island (and they have the best turning radius in the RV industry). That means that even without pulling a cargo trailer behind, it needs about a 95-foot diameter due to overhang and the arc of the turn being centered around a center island, and not a dime in a parking lot. Manufacturers test the turning radius with a Prevost Bus at an idle/stop, so making the turn while in the flow of traffic is increasingly difficult. Coming from the I-5 west, and trying to navigate South on Coast Highway would mean having to veer right, then veer left, and then veer right again. We want to be part of a solution, and can participate in a turn radius test if it would help. **Our demand is that a roundabout will not hinder access to beach visitors driving to our RV resort. Oceanside Blvd, Cassidy, and Vista Way are our main pathways from the I-5 for accessing our resort and are not large enough intersections to accommodate a reasonably-sized roundabout.**

DEIR I12-3

Loma Alta Creek Crosswalk: As per a signed 2016 legal agreement from the City of Oceanside, if a crosswalk is ever installed on the stretch between Oceanside Blvd and Morse Street, it cannot be near the entrance of our resort (dangerous to both pedestrians and RV drivers), and cannot have a raised center pedestrian refuge. RV's merging north onto Coast Hwy would not be able to make the merge without hitting the concrete refuge *(See attached Exhibit A).* Our suggestion would be at or on the Loma Alta Creek Bridge *(See attached Exhibit B),* it would be aligned with the beach access walk; or align closely with the bus stop on the east side of Coast Hwy.

DEIR I12-4

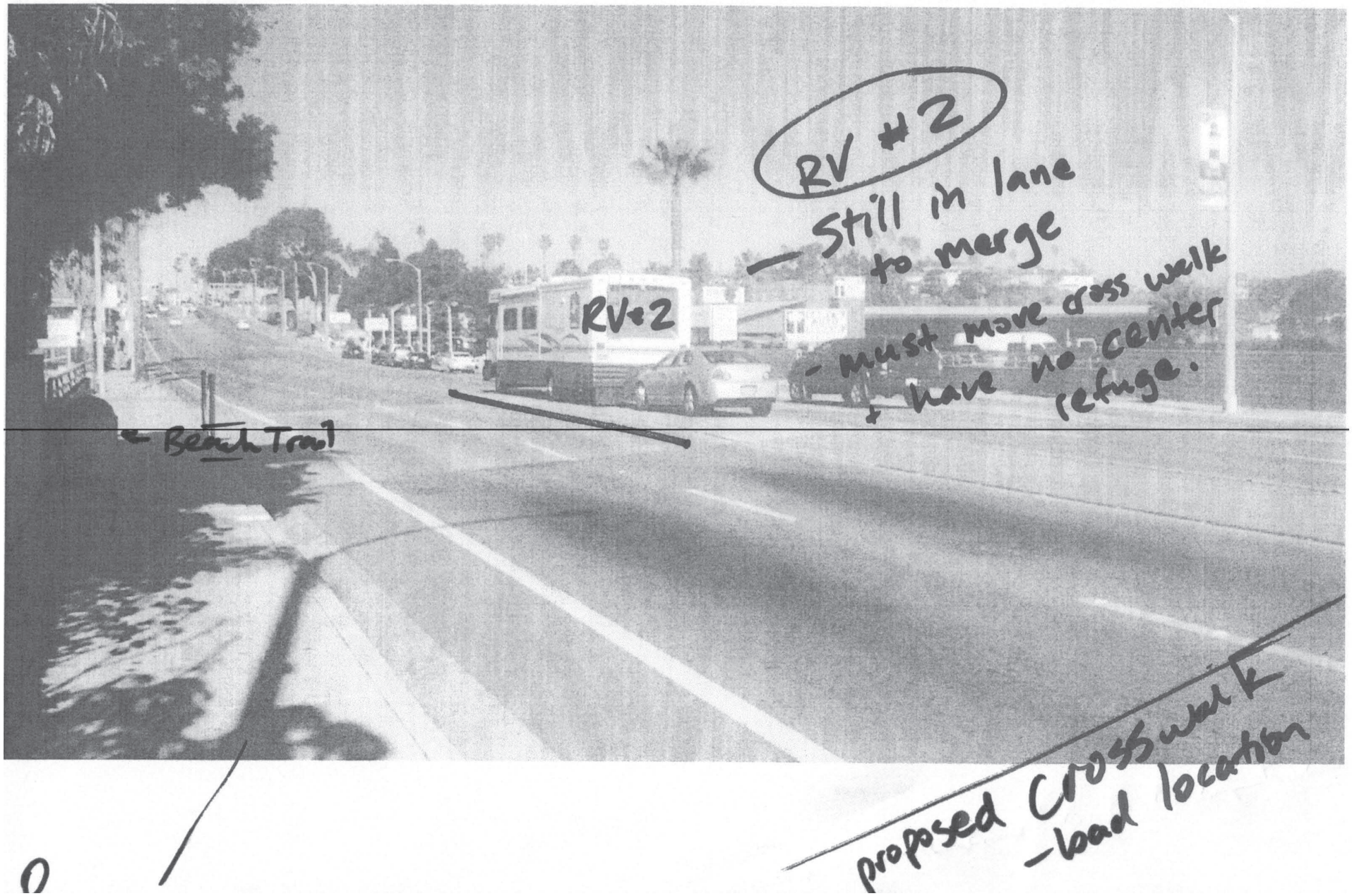
Thank you for your consideration. Please let us know if you desire to see in-depth information on the mathematical equations involved in calculating the turning radius diagram of a large motorhome. We will gladly join the city in their efforts to revitalize South O by offering our expertise regarding Recreation Vehicles.

DEIR I12.5

Sincerely,

Greg & Kathy Sampson
Paradise by the Sea RV Resort

Exhibit A



RV #1
RV still featuring in on the bridge
RV Impeded by
Center refuge

Exhibit B
Channel Ln
Pacific Coast Hwy
Pacific Coast Highway
Water direction
Approximate Location of Boardwalk
Approximate Location of Boardwalk
Boardwalk Overlook
RV Resort
See RV Resort Crosswalk request

SUCCESSFUL CROSSWALKS without center refuge:

959 Vista Way, Oceanside, CA

Laguna Beach, CA

Letter DEIR I12 Response — Greg and Kathy Sampson August 25, 2017

DEIR I12-001 This comment provides introductory remarks which generally support the proposed project, and requests continued access to the RV Resort (this commenter's business) from the north and south. This comment does not raise any issue concerning the adequacy of the DEIR; no response is required. The City appreciates the commenters' support of the project. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I12-002 This comment expresses support for Alternative 2 as there are more traffic advantages for this commenter's business than with the proposed project. This comment does not raise any issue concerning the adequacy of the DEIR and no specific response is required.

DEIR I12-003 This commenter opposes the installation of roundabouts south of Oceanside Boulevard due to the difficulty that RV drivers could experience can turn into the RV Resort and supports Alternative 2 where roundabouts would not be installed between Oceanside Boulevard and Vista Way. The City has completed preliminary engineering (equal to a 30 percent level of design) during the Coast Highway Corridor Study process, separate from the EIR process. This preliminary design effort included review of the proposed roundabouts to ensure that large vehicles such as trucks, fire trucks, and motor homes can travel through the roundabouts as proposed. The design of the roundabouts would be further advanced and refined during subsequent stages of project design. In addition, Alternatives 1, 2, and 3 would alleviate this concern, as no roundabouts are proposed as part of these alternatives in the intersections of Coast Highway at Oceanside Boulevard, Morse Street, Cassidy Street, or Vista Way.

DEIR I12-004 This comment highlights a legal agreement between this commenter and the City, that was signed in 2016, that if a crosswalk is ever installed on the stretch between Oceanside Blvd and Morse Street, it cannot be near the entrance of the RV Resort (dangerous to both pedestrians and RV drivers), and cannot have a raised center pedestrian refuge. While the legal agreement referenced by this commenter was made in regards to the pilot project, the City would continue to honor the legal agreement under this project. The City has completed preliminary engineering (equal to a 30 percent level of design) during the Coast Highway Corridor Study process, separate from the EIR process. These preliminary design plans include a crosswalk for the Loma Alta Creek. However, subsequent stages of more detailed design would address specific conditions related to sidewalk/parkway safety.

In addition, the preliminary design effort included review of the proposed roundabouts to ensure that large vehicles such as trucks, fire trucks, and motor homes can travel through the roundabouts as proposed. The design of the roundabouts would be further advanced and refined during subsequent stages of project design. In addition, Alternatives 1, 2, and 3 would alleviate this concern, as no roundabouts are proposed as part of these alternatives in the intersections of Coast Highway at Oceanside Boulevard, Morse Street, Cassidy Street, or Vista Way.

DEIR I12-005 This comment provides a conclusion to this comment letter and states that this commenter can provide mathematical equations for calculating the turning radius diagram of a large motorhome. This comment does not raise any issue concerning the adequacy of the DEIR; therefore, no specific response is required. The City appreciates this commenter for participating in the planning and environmental review process.

Honorable Council Members:

Nobody really considers Bird Rock's circulation system to be applicable to our particular situation because La Jolla Boulevard's roadway right-of-way is so much wider than Oceanside's 56' Coast Highway. What makes the road diet in Bird Rock possible is the parallel commercial street La Jolla Hermosa Avenue just a block away that relieves spike traffic demand. I'm afraid Oceanside is better off with a "No Project" option but with landscaped pedestrian bulb out curb extensions at intersections.

Please examine the curb-to-curb roadway widths (accidentally labeled "ROW" on the image below) on Bird Rock's La Jolla Boulevard: 66' for the street with roundabouts is only possible because of the parallel 56' La Jolla Hermosa Avenue that relieves commercial and emergency traffic demand. It would be dangerous to take a part of Bird Rock's circulation system and paste it into Oceanside's.

DEIR I13-1

Now compare that with Oceanside's Coast Highway's 56' curb-to-curb width and parallel 40' residential street width. So what may work nicely in Bird Rock is not really applicable in Oceanside because our street withs are so much narrower and we have only one commercial highway (whereas Bird Rock's system depends upon two commercial streets).

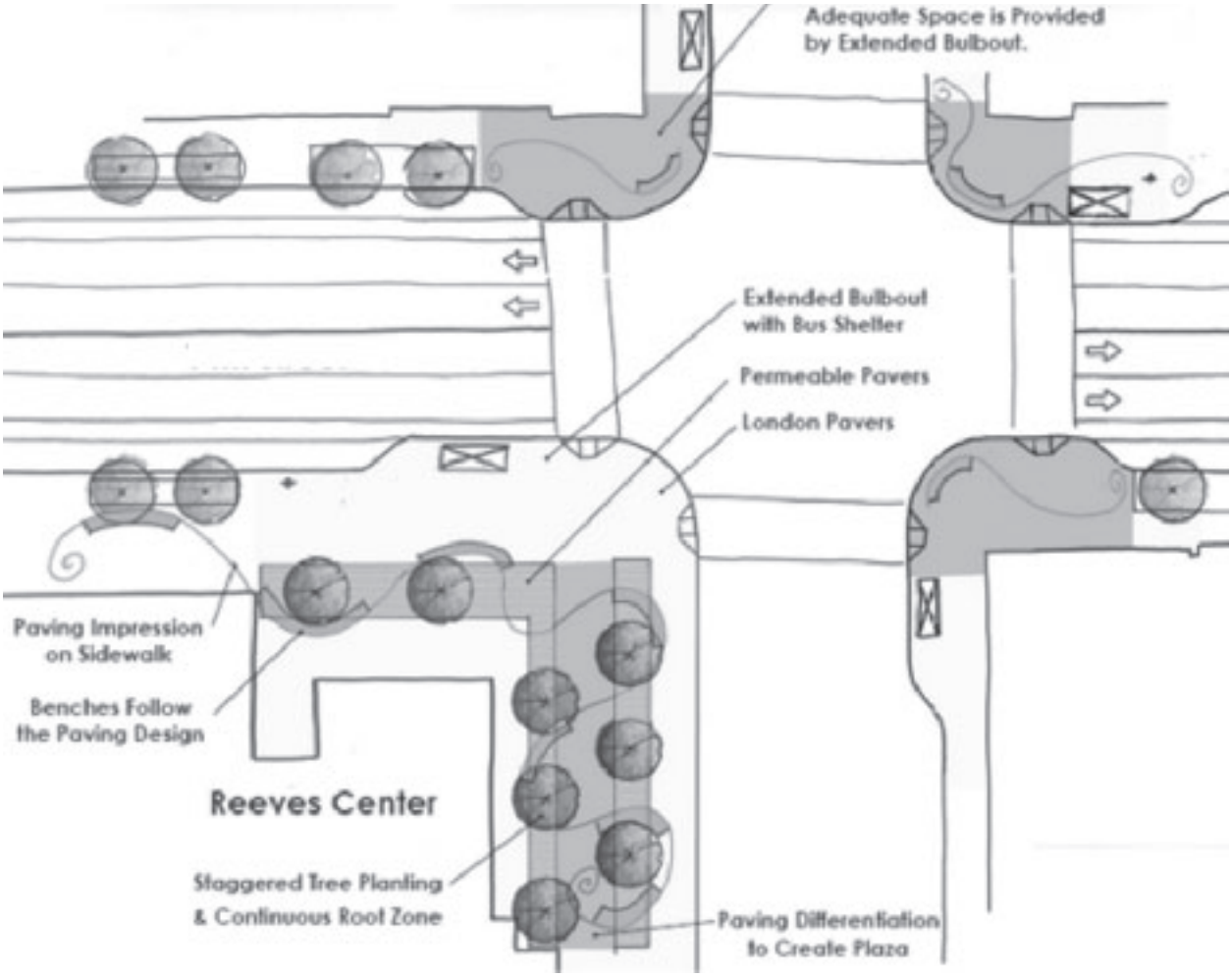
Honorable Council Members:

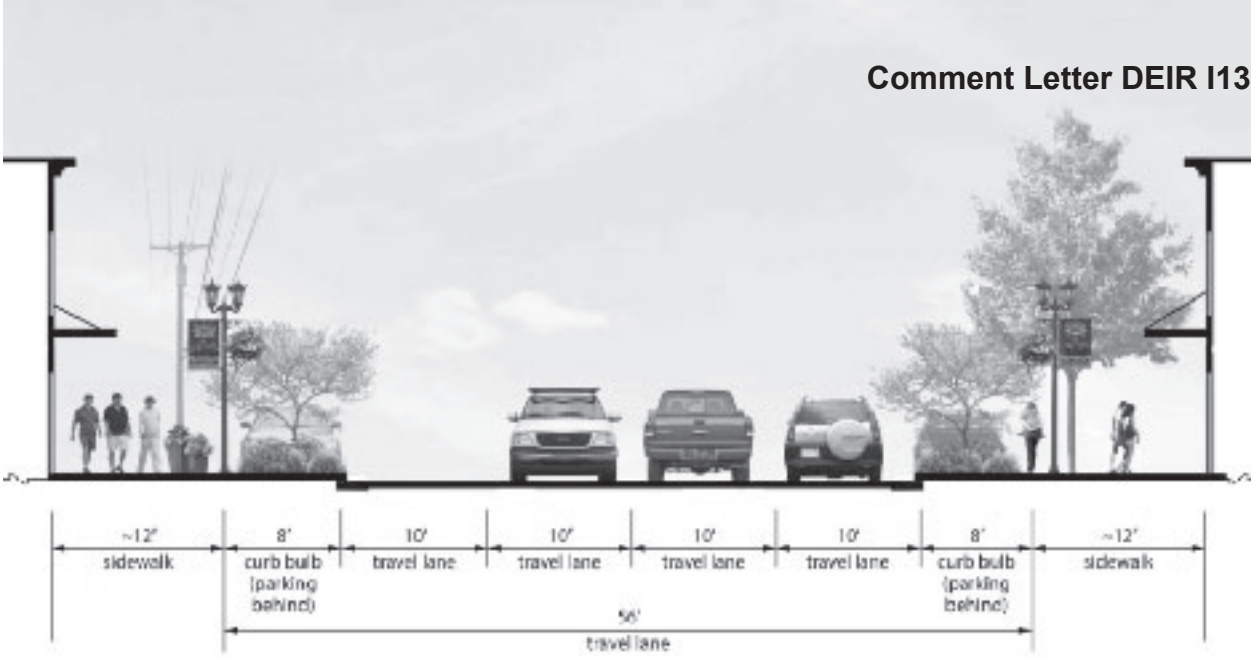
The Incentive Zoning program is designed for speculators who prefer streamlining the review process and providing developer incentives. I'm not sure we need developer incentives because there's a new one in town daily. That concerns me because the developers use our coastal location as a draw, rather than worrying about livability and quality projects. Now's the time to insist on quality and for the developers to step it up a notch to contribute to quality of life issues. If they don't like it, they can go somewhere else on the ocean. I wish them good luck, because there is no where else.

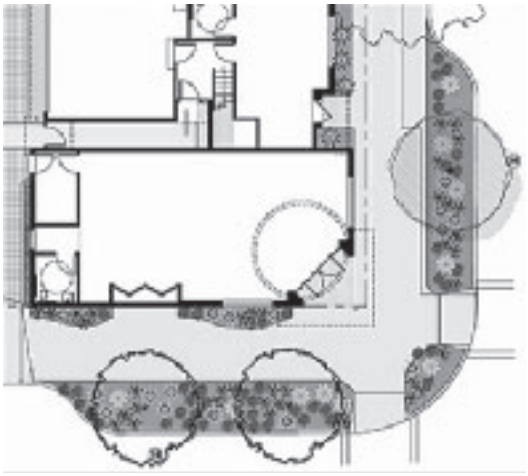
The original Coast Highway Vision Plan was put together with the input of citizens, residents, and business owners, and their concerns are not really explored in the DEIR. A “No Project” alternative but with better walkability and room for bicycles, plus open spaces, little parks, sidewalk seating and attractive planting was supposed to capture that small-town feeling most of us would like to preserve.

DEIR I13-2

At intersections that don't require dedicated left turn lanes we can add bulb-outs with shade trees at street corners on Coast Highway to increase landscape areas and make crosswalks shorter and easier to cross for pedestrians.

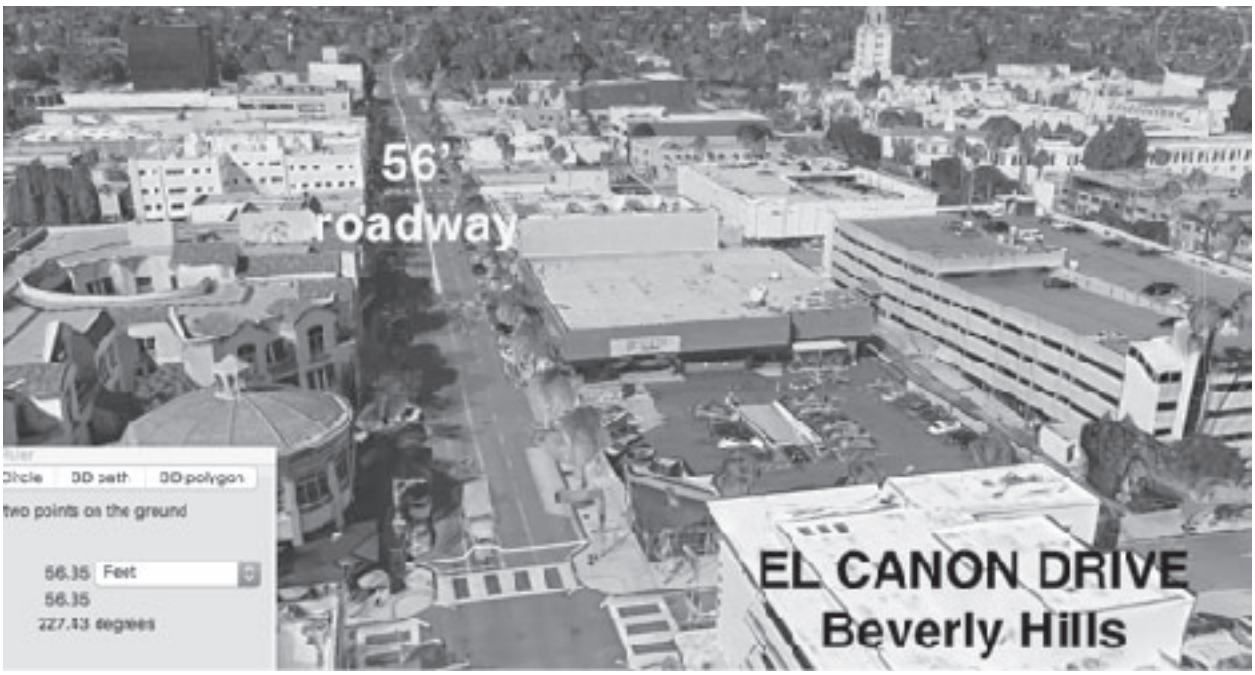






Add the existing Mexican Fan Palms to the above picture to get the resulting effect (looking north up Coast Highway). You can see that there would be a dramatic improvement for pedestrians -- only 40' of street to cross with shaded rest areas while waiting for the traffic signal! Instead of the trees depicted, I suggest using either magnolia or California pepper trees, but there are many other choices available. Continuity with existing residential zone tree patterns, if existent, should also be considered. The diagram on the left shows how much you can increase planting areas at pedestrian bulb outs at intersections. They can be shorter, too, if more on-street parking is required. Los Angeles has several 56' wide commercial streets that can give you an idea of what our Coast Highway can become. Similarly lined with palms, Beverly Hills' El Canon Drive has been improved with intersection curb extensions like we described earlier (although the planting opportunities of these can be improved on). You can see that they, with the ladder cross walks, really do a lot to make the street feel more pedestrian friendly.

DEIR I13-3



One more thing to consider, especially in South O, is the perhaps a quarter-mile of painted asphalt medians, both at the south gateway and near the Alta Loma Creek and Sprinter Crossing that some portion of which ought to be upgraded and planted with large ornamental canopy trees and drought tolerant ground cover. Doing so could be a distinguishing theme for the north and south gateways to and from South O.

DEIR I13-4

DEIR I13-5

Increasingly, cities are requiring cars to share the right hand lanes with bicycles. https://nextcity.org/daily/entry/bike-lane-signs-drivers-cyclists-rules-of-road
Some cities are finding that the "May Use Full Lane" signs are preferable to "Share the Road" signs for bicyclists. http://www.bikede.org/2015/08/29/share-the-road-is-a-problem/
Palo Alto has begun to use green "sharrow" boxes painted in the middle of motorist lanes to guide bicyclists on streets that don't have bike lanes. They're a simple reminder to car drivers and bicyclists to share the road.

Formerly four-lane Santa Monica's ficus lined Main Street also comes to mind, especially now with its new dedicated bike lanes and three lane “road diets,” but the required minimum 60' roadway is actually four feet wider than our Coast Highway where such three lane road diets won't work because of insufficient lateral buffers to protect bicyclists from passing trucks and door swings from parked cars. Road diets normally place bike lanes between three lane roadways and parking lanes, however Oceanside’s 56’ wide Coast Highway is too narrow. As an alternative, Coast Highway’s existing right lanes can be overlaid with bike lanes.

DEIR I13-6

Five foot wide "green carpet" bike preference lanes with white sharrows and/or maximum speed limits after every intersection can be painted in the middle of the right motorist lane to keep bikes away from parked car door swings and passing motor vehicles. "Bike Boxes" make motor vehicles stop further back at signaled intersections so that bicycles can move into left turn lanes safely without entering the crosswalk.

Honorable Council Members:

Conclusion

The impacts of radically reducing travel lanes is what is being proposed and debated, however we aren't talking about a road "diet" here but "starvation" when we suggest reducing four travel lanes to two. I have shown dimensionally that three travel lanes is not an available option without eliminating on-street parking on one side of Coast Highway.

It is good to take a conservative, careful stance in implementing radical transportation plans. We must avoid jumping on the trendy bandwagon without there being empirically verifiable rationale for taking such action. The "road diet" trend in Southern California is now experiencing significant blowback from angry residents in Los Angeles who resent the doubling of travel times and obstacle to emergency vehicles it has caused. http://www.latimes.com/opinion/readersreact/la-ol-le-friday-20170804-story.html

In this letter I have also demonstrated empirically that, given the existing dimensional constraints of a 56' roadway, and Coast Highway being our only commercial highway east of the Interstate 5, it is best to keep the existing four travel lanes, but to modify the right lanes in order to prioritize slower bicycle traffic, while taking advantage of existing opportunities to extend and landscape pedestrian amenities at intersections.

Without the same alternative commercial highway that Bird Rock depends on, clearly using a two-lane system of roundabouts will turn Coast Highway into a nonstop freeway, and when their designed traffic calming becomes an obstacle for emergency vehicles you will regret having made such a radical and misanthropic decision.

DEIR I13-7

Additionally, the DEIR incorrectly states that there will be no aesthetic impacts from the Incentive Plan, while blocked sunlight and ocean views remain important aesthetic features of the Seaside community. Clearly the “No Alternative” option, along with the above described improvements, is the best for the residents and businesses of Coastal Oceanside.

DEIR I13-8

Respectfully,

Michael Odegaard
959 Vine Street Apt 2
808-673-6672

Letter DEIR I13 Response — Michael Odegaard August 26, 2017

DEIR I13-001 This comment expresses concern regarding insufficient right of way (ROW) along the Coast Highway for the proposed roundabouts. The City has completed preliminary engineering (equal to a 30 percent level of design) during the Coast Highway Corridor Study process, separate from the EIR process, where the design of single-lane roundabouts can be accommodated within the existing ROW of Coast Highway. This comment not raise any issue concerning the adequacy of the DEIR. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I13-002 This comment expresses opposition to the Incentive District and request that a No Project Alternative with included walkability and bicycle features be studied instead. This comment does not raise any issue concerning the adequacy of the DEIR; no specific response is required.

DEIR I13-003 This comment recommends alternative tree species to be planted as part of the streetscaping efforts. The City appreciates this commenter's input on the type of trees that should be planted along Coast Highway.

DEIR I13-004 This comment recommends include a quarter-mile of painted asphalt medians at the south gateway and near the Loma Alta Creek and Sprinter crossing. This comment also suggests planting similar trees in these locations to create a theme across the whole corridor. This comment does not raise any issue concerning the adequacy of the DEIR.

DEIR I13-005 This comment suggests painting sharrows in the roadway to visually guide both bicyclist and motorist to share the roadway. While this comment proposes an alternative to the design features for the Complete Streets improvements, this comment does not raise any issue concerning the adequacy of the DEIR. Therefore, a specific response is required.

DEIR I13-006 This comment expresses concern about the lack of ROW along Coast Highway to create bike lanes and suggest alternate roadway features that allow bicyclists to use the roadway. This comment does not raise any issue concerning the adequacy of the DEIR. The City appreciates this commenter's input on alternative design features. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I13-007 This comment expresses opposition to the proposed road diet based on the reasons provided in this comment letters. This comment does not raise any issue concerning the adequacy of the DEIR; no specific response is required.

DEIR I13-008 This comment is concerned with impacts to aesthetic resources within the project area as a result of the Incentive District. These issues are analyzed in Section 3.1, *Aesthetics,* of the DEIR and PRDEIR and states:

> *Operation of the Incentive District would allow increased height of buildings in Nodal areas with discretionary approval up to a maximum of 65 feet compared to the existing limit of 45 feet. However, operation of new or expanded development would not occur within Coast Highway's ROW, and therefore would not block existing public scenic views toward the ocean or Buena Vista Lagoon. All other public views toward scenic resources are blocked by existing structures. Therefore, impacts to scenic vistas from implementation of the Incentive District would be less than significant (DEIR, pg. 3.1-10)*

Under CEQA guidelines, an EIR must identify "significant environmental effects" of a proposed project. "Environment" means physical conditions existing within the area which would be affected by a proposed project, including land, air, water, and "objects of aesthetic significance." Thus, impact on views can create aesthetic issues which an EIR must address. However, the lead agency preparing the EIR has discretion as to what qualifies as a "significant" impact, based on the nature of the affected area. "In exercising its discretion, a lead agency must necessarily make a policy decision in distinguishing between substantial and insubstantial adverse environmental impacts based, in part, on the setting." If the agency determines that a project's impact is insignificant, the EIR need only contain a brief statement addressing the reasoning behind that conclusion.

In accordance with *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, the City of Oceanside determined that any impact on private views was not a "significant" environmental effect that required analysis in an EIR. The EIR concluded that the policy standards of the City's general plan, redevelopment plan, local coastal program, and zoning ordinances protected public views, but not private views. The Court of Appeal held that the EIR's analysis and conclusions regarding the project's impact on surrounding private views was proper and held that the City's decision not to protect private views was not an abuse of discretion that warranted reversal of the certification of the EIR. Therefore, the DEIR and PRDEIR adequately evaluated the project's impacts to public views.

This comment also expresses support for the No Project Alternative. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

From: Pete Penseyres [mailto:cyclovet11@yahoo.com]
Sent: Monday, August 28, 2017 4:40 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: David DiPierro <DDiPierro@ci.oceanside.ca.us>; Howard LaGrange <HLaGrange@ci.oceanside.ca.us>; Tom Lichterman <tlichterman@cox.net>
Subject: Comments on the DEIR for the Coast Highway Corridor

August 27, 2017
John Amberson
Traffic Engineer
City of Oceanside
e-mail: jamberson@ci.oceanside.ca.us

Comments/Questions on the Draft Initial Study/Environmental Assessment for the Coast Highway Corridor Study:

1. Table 3.14-2 Lists LOS for signalized vs. unsignalized intersections which essentially favors traffic lights over roundabouts by a large margin, particularly for LOS E and F, which are considered to be failing intersections. For example, a traffic light can result in an average delay of 55.1 seconds before the intersection would reach Level E, while a roundabout reaches that threshold with only a 35.1 second delay. For level F, a traffic light can result in an average delay of 80.1 seconds while a roundabout reaches that threshold with only a 50.1 second delay. Stated another way, a traffic light resulting in a 55 second delay would still "pass" as a level D intersection, while a roundabout resulting in a 50.1 second delay would "fail" as a level F intersection and fail as a level E intersection at an average delay of only 35.1 seconds. Why does this bias exist and why should the City use these outdated (2000) LOS computer generated projections far into the future when Complete Streets criteria should make these kinds of comparisons obsolete? DEIR I14-1

2. Table 3.14-3 is simply a repeat of 3.14-2 but specifically for roundabouts showing the same LOS delays as 3.14-2 but without the "side by side" bias shown. It is still an obsolete (2010) document which may be corrected by the time the Coast Highway improvements start construction. Should this table be eliminated as it simply repeats the bias against roundabouts? DEIR I14-2

3. Table 3.14-4 states that intersection at Oceanside Blvd and Coast Hwy will be "Impacted" at Level F for the roundabout at the PM peak hour. If the average delay for roundabouts were the same as for a traffic light, that intersection would be Level D and NOT impacted. Again, this shows the bias against roundabouts that exists in the analyses standards. Also, the intersection would likely be Level A and not impacted for all but the PM peak hour, so that it would be free flowing for 23 hours a day. The slight inconvenience of less than one minute for the average motorist for 1 hour per day seems very car-centric. Should the EIR be revised to at least admit the bias against roundabouts and explain that free flowing NOT impacted conditions will exist for 23 hours a day? DEIR I14-3

4. The discussion of VMT that begins on pg. 3.14-33 that supports the auto-centric, biased, difficult to calculate, and soon to be obsolete LOS seems defensive and weak. Final guidelines have been in the review process for years and seem poised for publication this year, with a two-year optional implementation date. The Coast Highway construction seems unlikely to begin before VMT will be mandated. Shouldn't there be more of a discussion of the likely implementation of VMT and elimination or LOS, at least with respect to Mitigation Measures that would prevent use of roundabouts at several locations and even require new, expensive and inherently dangerous traffic lights at Seagaze and Ditmar and at Vista Way and Ditmar? Any future action by the City to implement the requirements of AB 1358, AB 32, and/or Vision Zero would make most of Section 13 of this LOS based draft EIR obsolete.

DEIR I14-4

5. The safety advantages of roundabouts seem to be missing from this draft EIR. For example, the reduction of fatal crashes in roundabouts vs. traditional traffic light or stop controlled intersections is typically 90%. Reference: City of Fort Worth, Texas website (http://fortworthtexas.gov/roundabouts/benefits/) which uses FHWA studies and documents for the following discussion:

> "Roundabouts are the safest type of at-grade intersection. They create slower speeds, fewer conflict points for pedestrians and motorists, and reduced collision angles compared to stop sign or traffic signal control. A national study of intersections converted to modern roundabouts had the following significant findings:

- A reduction in collisions of all types of 40 percent.
- A reduction in injury collisions of 75 percent.
- A reduction in fatal and incapacitating collisions of about 90 percent."

> Should the safety advantages of roundabouts be quantified to help build public support for a superior design which is often at least initially opposed by a public that is not familiar with them? Should there be a discussion here on the superior compliance of the roundabouts with the Complete Streets act?

DEIR I14-5

6. The reduced pollution and fuel use of roundabouts vs. traffic lights to address the objectives of AB 32 appear to be missing from this draft EIR. Should some wording to that effect be included?

DEIR I14-6

7. Roundabout Guidelines provided by the FHWA in Publication No. FHWA-RD-00-067, pages 73-76 includes methods for estimating the safety, operational and environmental advantages of roundabouts vs. traffic lights. The estimated cost of crashes Exhibit 3-19 on page 74 lists the cost of a single fatality at almost $1 million in 1997 dollars. See:

http://nacto.org/wp-content/uploads/2010/08/Roundabout-An-Informational-Guide.pdf

DEIR I14-7

8. In all loss of power incidents, roundabouts would continue to operate normally and safely without police presence. Should this advantage of roundabouts over traffic lights be included somewhere in this Draft EIR?

DEIR I14-8

9. Noise impacts do not appear to be addressed in the Draft EIR. Should the reduced noise levels for a roundabout vs. a traffic light intersection be included?

DEIR I14-9

Respectfully submitted,

Pete Penseyres
Coast Highway Corridor Study Steering Committee
Oceanside Bike and Pedestrian Committee
League of American Bicyclists Certified Instructor (LCI #2020)
2377 Ocean St
Carlsbad, CA 92008
E-mail: cyclovet11@yahoo.com

Letter DEIR I14 Response — Pete Penseyres August 28, 2017

DEIR I14-001 This comment questions the use of level of service (LOS) methodology for analyzing both intersections (signalized and unsignalized) and roundabouts, as this methodology seems to favor traffic signals when determining if delay is significant. Please refer to response DEIR I7-006 for the response to this comment.

DEIR I14-002 This comment states that Table 3.14-3 is a repeat of Table 3.14-2 and questions if Table 3.14-3 should be deleted. This commenter has incorrectly characterized the content of the two tables contained in Section 3.14, *Transportation and Traffic,* of the DEIR. Specifically, the DEIR states the following on page 3.14-14:

> *"**Table 3.14-2** lists the six qualitative categories of LOS and corresponding ranges of average delay for signalized and unsignalized (side-street stop-controlled and all-way stop-controlled) intersections, analyzed using the 2010 HCM methodology. **Table 3.14-3** shows LOS and associated ranges of delay for roundabouts, which were evaluated using the 2010 HCM methodology*."

Therefore, these two tables are showing the LOS categories for different types of intersections, where both tables are required for the analysis. No revision to the DEIR is required in response to this comment.

DEIR I14-003 This comment uses the example of the significant impact at Oceanside Boulevard and Coast Highway to highlight how the traffic impact methodology for signalized and unsignalized intersection versus roundabouts creates a bias against roundabouts. This comment also requests that the EIR be revised to admit this bias against roundabouts and explain that free flowing conditions would exists for the majority of the day. Please refer to response DEIR I7-006 for the response to this comment. No revision to the EIR is required in response to this comment.

DEIR I14-004 This comment states that the VMT analysis in the DEIR is defensive and weak as it supports the LOS analysis and should be revised to be the leading traffic analysis since VMT analysis would be mandated by the time construction of the Complete Streets improvement begins. This commenter is incorrectly states that the DEIR and PRDEIR did not adequately evaluate VMT as the TIA (2017), the revised TIA (2018), and Section 3.14, *Transportation and Traffic*, included a VMT analysis for the project. The City acknowledges that the State of California Office of Planning and Research (OPR) has issued guidance related to the implementation of Senate Bill 743. This guidance, Technical Advisory on Evaluating Transportation Impacts in CEQA (April 2018), identifies that using

per capita or per employee VMT generated by new development that is 15 percent below that of existing development may be a reasonable threshold. This guidance document is careful to acknowledge that lead agencies have discretion to develop and adopt their own thresholds, provided that these thresholds are supported by substantial evidence. The City not yet adopted a specific target threshold for VMT reduction associated with the evaluation of new development. In the absence of a city-adopted threshold, the RPDEIR utilizes the OPR suggested threshold as a placeholder for this analysis.

It is important to clarify that the OPR suggested VMT reduction threshold of 15 percent below existing development is the threshold proposed to be applied to new land use development. The Coast Highway Corridor project does not propose any new land use development within the study corridor. The land use scenarios evaluated for both the Year 2035 Without Project traffic scenario and the Year 2035 With Project traffic scenario propose no changes to the City's General Plan land use map or land use intensities permitted by the City's zoning code.

The project description as identified in the PRDEIR, is to transform the Coast Highway roadway to become a complete street that safely accommodates all modes of transportation. Per the OPR technical advisory cited above transportation projects that would not likely lead to a substantial or measurable increase in vehicle travel include projects that reduce the number of through traffic lanes on a roadway, projects that involve the installation of roundabouts or traffic circles, and projects that include the addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way. The Coast Highway Corridor Project has all three of these attributes.

The project also proposes the adoption of a land use incentive district along portions of the Coast Highway corridor. The purpose of the Incentive District is not to propose new land use development in the corridor beyond that which is already envisioned in the City's General Plan but instead is to encourage the land use development permitted by the General Plan to occur in targeted locations along the corridor, particularly those located within 1/2 to 1 mile of the two existing transit stations located along the corridor (the Oceanside Transportation Center and the Coast Highway Sprinter Station). New land use development located within 1/2 mile of an existing transit station is considered to have a less than significant impact by OPR in the April 2018 Technical Advisory. Because the Coast Highway Corridor project is by definition a complete street transportation project and does not propose new land use development within the study corridor, it is not subject to the 15 percent per capita VMT reduction threshold suggested by OPR and no further mitigation measures related to VMT are required.

DEIR I14-005 This comment provides statistics on the safety benefits of roundabouts and states that the safety advantages of roundabouts are missing from the DEIR. The safety benefits of roundabouts are not required to be analyzed or included in the DEIR per CEQA Guidelines. For this reason, no further response to this comment is required. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I14-006 This comment states that the decrease in pollution and fuel usage which would result from the installation of roundabouts in order to address the objectives of AB 32 are missing from the DEIR. This commenter is incorrect as Section 3.6, *Greenhouse Gas Emissions,* has accounted for the Complete Streets improvements, including the roundabouts, as a means to be consistent with AB 32. Specifically, pages 3.6-10 and 3.6-11 state:

> *"Of the recommended actions contained in CARB's Scoping Plan Action T-3 (Regional Transportation-Related Greenhouse Gas Targets) would apply to the project. CARB Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking.*
>
> *The Complete Streets project would be designed to allow for continuous bicycle facilities and streetscape improvements, and therefore, is consistent with the recommended actions in the CARB's Scoping Plan. Therefore, the Complete Streets improvements portion of the project would be consistent with the Scoping Plan measures.*
>
> *Similarly, the Incentive District would be designed to allow for continuous bicycle facilities and streetscape improvements, and therefore is consistent with this recommendation in the CARB Scoping Plan. The Incentive District's goal is to increase population density and revitalization of the community. This is consistent with regional plans to reduce transportation-related GHG emissions as part of the overall statewide strategy under AB 32. The project would be supportive of the goals and benefits of the SANDAG RTP/SCS, which seeks "to guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented, and compact (SANDAG 2011)."*

No revision to the DEIR is required in response to this comment.

DEIR I14-007 This comment states that Roundabout Guidelines provided by the FHWA in Publication No. FHWA-RD-00-067 includes methods for estimating the safety, operational and environmental advantages of roundabouts versus traffic lights and provides the internet website address for additional resources on the topic. While the City appreciates this commenter's input on the benefits of

roundabouts, since this comment does not raise any issue concerning the adequacy of the DEIR, no specific response to this comment is required.

DEIR I14-008 This comment states that in the event of loss of power incidents, roundabouts would continue to operate normally and safely without police presence, which is an advantage over traffic lights. This comment also questions if this advantage of roundabouts should be included in the DEIR. The benefits of roundabouts are not required to be analyzed or included in the DEIR per CEQA Guidelines. For this reason, no further response to this comment is required.

DEIR I14-009 This comment states that noise impacts do not appear to be addressed in the DEIR and asks if reduced noise levels with roundabouts should be incorporated into the DEIR. This commenter is incorrect as noise impacts are addressed in Section 3.10, *Noise and Vibration*, of the DEIR and in Chapter 2, *Errata,* of the PRDER. The noise analysis addresses whether the proposed project, including the proposed roundabouts and traffic recirculation with traffic from future redevelopment, would result in a substantial permanent increase in ambient noise levels in the project vicinity or expose persons to noise levels in excess of standards established in the local general plan or noise ordinance. As discussed in Chapter 2, *Errata,* of the PRDEIR, due to the changes in the traffic impact analysis in the revised TIA (2018), significant traffic noise impacts would occur along one roadway segment, Michigan Avenue east of Coast Highway, with implementation of the project. Because of the configuration of existing land uses in this area, these impacts could not be avoided with implementation of the project. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment. Therefore, the noise analysis in the DEIR and PRDEIR did account for the change in traffic noise levels between signalized and unsignalized intersections and roundabouts. No revision to the EIR is required in response to this comment.

From: Mike Bullock <mike_bullock@earthlink.net>
Date: August 28, 2017 at 2:37:47 PM PDT
To: <JAmberson@ci.oceanside.ca.us>, <council@ci.oceanside.ca.us>
Cc: <CoastHighway@ArellanoAssociates.com>, 'Russ Cunningham' <RCunningham@ci.oceanside.ca.us>
Subject: Long Version: Bullock Comments on Coast Highway Corridor Study and DEIR

Dear Honorable Mayor, Vice Mayor, Members of the Council and Traffic Engineer John Amberson,

My wife Joan and I live 1 mile east of the Coast Highway at 1800 Bayberry Drive in "South Oceanside". We support the Preferred Alternative. Roundabouts are far better than stop lights or stop signs. The complete-street-and-road-diet (generally, cutting 4 lanes to 3 lanes and using the additional width for bike lanes) approach will allow for the same traffic volume with much lower maximum speeds. This will reduce noise and increase safety. This will in turn increase property values and quality of life. We are disappointed that some want to stop all this progress in South Oceanside. Please do not allow that to happen.

We hope the Preferred Alternative will be improved upon, as discussed in this letter. Under CEQA, our City must adopt all greenhouse gas (GHG) emission mitigation measures that are identified if they are technologically feasible and cost effective. What follows is a mitigation measure that was ruled to be feasible in a law suit against the County's Climate Action Plan (CAP). You may remember that the suit resulted in a published Appellate Court Ruling, the County paying out about $930,000 in plaintiff legal fees, and the County being ordered to rescind its CAP.

DEIR I15-1

A Feasible, Cost Effective Measure to Reduce VMT: a Demonstration Project of a "Dividend Account" Parking System

One of the most significant trip destinations currently within this corridor is our City of Oceanside, located at 300 North Coast Highway. It currently has so-called "free" parking, in a parking garage, which is not really free to employees because if it were better managed, employees could have larger salaries. What follows is an adaptation of a mitigation measure that was proposed in a lawsuit against the County Climate Action Plan (CAP). It has also been proposed in a letter to our City of Oceanside, in response to Oceanside's Notice of Preparation (NOP) of an EIR for its General Plan Update's Climate Action Plan Element and its Economic Development Element. It is important to note that the successful suit against the County's CAP resulted in a published ruling, setting important legal precedents. This mitigation measure was described in the Appellate Court's Oral Arguments, in response to a Justice asking for an example of a feasible mitigation measure that was ignored by the County. After hearing the plaintiff's lawyer describe the system, the Justice remarked, "That sounds like feasible mitigation to me."

DEIR I15-2

Here is the proposal:

Demonstration Project to Eliminate the Harm of Bundled-Benefit Parking at Work

Oceanside would develop a Demonstration Project to eliminate the harm of bundled-benefit parking ("Demonstration Project") at City Hall ("Proposed Location").

BACKGROUND: Currently, Oceanside employees do not have the ability to choose between earnings and driving – employees effectively pay for parking out of their salary, whether or not they use the parking. The Demonstration Project will provide the opportunity for the employees to choose between earnings and driving. This is roughly equivalent to the implementation of the California Air Pollution Control Officers Association (CAPCOA) measure of unbundling the cost of parking, assuming that the City gave all of its cost savings to the city employees.

PROJECT: Parking would be charged at a given rate (for example $0.02/min – roughly $10.80/day, considering 8 hours of work and 1 hour for lunch). Funds generated from these parking charges would be distributed as earnings to all employees working at the proposed location in proportion to each employee's time spent at work, at the proposed location. Those who decide not to drive will not be charged for parking but will still make earnings based on their time spent at work at the location. Implemented correctly, this free-market approach will substantially reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions, by reducing the drive-alone mode. Note that this location, Oceanside City Hall, is walking distance from a transit center that has above-average bus service and is served by four different rail lines.

For employees whose parking charges are greater than their parking-lot earnings, an "add-in" may be included so that no employee loses money, compared to "free parking". (Some documentation of this method refers to this payment as a "must-drive bonus".) With such "add-in" payments, there could be an "Opt in" or "Opt out" choice, meaning that those that "Opt out" will see no changes on their pay check, relative to "free parking" and will not receive a monthly statement of charges, earnings, and "add in".

This project may be helped by receiving a grant to pay the development and installation cost, as well as the "add in" payments, for some specified number of years. Oceanside would need to apply for such a grant.

DEIR I15-2

This feasible mitigation measure is a demonstration project of a full-system implementation, as described in this link: http://sierraclub.typepad.com/files/mike-bullock-parking-paper.pdf.
This strategy would be significant for Oceanside, especially if the system described is then adopted by a significant number of other employers in Oceanside.

This system can be called a "Dividend Account" parking system since those for whom the parking is built receive earnings ("dividends") and the automation is achieved by the use of cars and drivers being associated with accounts. The word "account" also denotes that the value of the parking is being taken into account, rather than being ignored, which is often the case.

Installing a "Dividend Account" Parking System at the Oceanside Transit Center

We understand it is difficult for the City to influence the North County Transit District (NCTD), which runs the Transit Center. We are hopeful that AB 805 will reform the decision-making of the NCTD so that it will become open to progressive change and more responsible, regarding the fact of our anthropogenic climate change crisis. We would like to see the City develop a Plan to help the NCTD adopt the same sort of Dividend Account Parking system at the Oceanside Transit Center as what we hope will be installed at Oceanside City Hall. In this case, the earnings or dividend are paid to adult train riders in proportion to the time they spend on round-trip train rides. These beneficiaries are selected because the car parking is being provided for adult (driving age) train riders making round-trip train rides. The parking would be available to anyone driving a car that is in the Account Parking system, meaning that there is an account with a person responsible for paying for the parking of the car being parked. This person's account would also qualify them for the earnings, or "dividend". This system would allow the parking to be used by any driver with an account, including non-train riders. Fully-shared parking is generally better than parking that is not shared or is less shared. "Free parking" at train stations maximizes driving to the station. A Dividend Account parking system would maximize ridership. Currently, a person that could easily walk or bike to the station may drive. However, this is less likely to happen after the installation of a Dividend Account parking system. The net cost (fare minus parking dividend) to ride will be reduced. This will increase ridership. This system will also ensure that someone that drives to the station can be assured of finding a parking place, because it will not be hard to set the price of the parking to ensure vacancy, as is described in the paper shown here: http://sierraclub.typepad.com/files/mike-bullock-parking-paper.pdf. Note that the paper provides a dynamic pricing system to guarantee a selected minimum vacancy rate. If a person drives to the station but does not find a parking place, they may become discouraged from riding the train.

DEIR I15-3

Please let me know how I can help discuss these ideas further and help them to become adopted policy. We have good technology. Some are saying we now have the "internet of things". We need to apply this in the public sector for many reasons. What can't this start in Oceanside? If Oceanside can distinguish itself in this way, the young entrepreneurs will follow. We have a great climate, housing that is cheaper than in most Southern California Coastal Cities, and the Ocean. They will come if they see that we are leaders in using technology to make things more convenient, more fair, and more sustainable. Let's talk about this.

DEIR I15-4

Thank you for your leadership,

Mike and Joan Bullock
760-754-8025

Letter DEIR I15 Response

Mike and Joan Bullock
August 28, 2017

DEIR I15-001 This introductory comment expresses support of the Preferred Alternative and states that the City must adopt all greenhouse gas (GHG) emission mitigation measures. This comment does not raise any issue concerning the adequacy of the DEIR. All comments made to the City during the DEIR comment period is included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I15-002 This comment outlines how a "Dividend Account" parking system works and how it would reduce vehicles miles traveled. This comment does not raise any issue concerning the adequacy of the DEIR. The City appreciates this commenter's input on alternative parking system.

DEIR I15-003 This comment discusses how a "Dividend Account" parking system would be installed and implemented at the Oceanside Transit Center and provides an additional electronic resource on how "Dividend Account" parking system works. This comment does not raise any issue concerning the adequacy of the DEIR.

DEIR I15-004 This comment provides the conclusion to this comment letter. This comment does not raise any issue concerning the adequacy of the DEIR. The City appreciates this commenter's input on alternative parking system.

From: Gary Davis [mailto:oceansidegarydavis@gmail.com]
Sent: Monday, August 28, 2017 5:06 PM
To: City Council <Council@ci.oceanside.ca.us>
Subject: Draft Environmental Impact

I am a citizen of Oceanside and live on Fire Mountain. Make sure that the comments in support of the "lane diet" and "overlay" are from Oceanside citizens. DEIR I16-1

I am writing asking that you reject the draft environmental impact statement as being entirely inconsistent with the vision of right thinking people for our city. DEIR I16-2

Specifically the lane diet down to one lane in each direction on PCH will not reduce traffic.
Please look at what Encinitas and Del Mar have done not LaJolla.
There is insufficient data from studying this to ascertain that it will work. Additionally, the overlay that was added for increasing the density of housing along PCH is entirely inconsistent with the vision for our city. Do not accept this "draft" EIR. DEIR I16-3
Respectfully submitted.

Gary E. Davis
1809 Laurel Road
Oceanside, CA

Letter DEIR I16 Response

Gary Davis August 28, 2017

DEIR I16-001 This introductory comment states that this commenter is a resident of the city of Oceanside and requests that the City ensures that commenters on the DEIR are also residents of the city. This comment does not raise any issue concerning the adequacy of the DEIR. The City appreciates this commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I16-002 This comment expresses opposition to the project and requests that the City reject the DEIR as being inconsistent with the vision of the right thinking people of the city. This comment does not raise any specific issue concerning the adequacy of the DEIR; therefore, no specific response is required.

DEIR I16-003 This comment specifies that this commenter is opposed to the reduction in roadway lanes as well as the increased density of housing allowed under the Incentive District as these components are inconsistent with the vision of the city in this commenter's opinion. In addition, this commenter claims that there is insufficient data in the DEIR to support that the road diet would work. As discussed in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, of the PRDEIR, all significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) in the Future + Project scenario due to no feasible mitigation to fully mitigate the impacts at these four locations. Therefore, the EIR adequately analyzes the environmental impacts related to traffic associated with implementation of the project.

In addition, this commenter incorrectly states that the project is inconsistent with the vision of the city as the project would facilitate implementation of the Coast Highway Vision and Strategic Plan (Vision Plan). As described in Chapter 2, *Project Description,* of the DEIR, the project's objectives include Goal 3, Facilitate implementation of the Vision Plan, and also states that the project proposes to amend the General Plan, Local Coastal Plan and Zoning Ordinance to implement the intent and objectives of the Vision Plan. As shown throughout the DEIR, the project is consistent with the City's vision for the Coast Highway corridor. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

From: Bill Fischer [mailto:wcfischer@yahoo.com]
Sent: Monday, August 28, 2017 12:33 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Draft EIR Coast Highway Vision Plan

To: Mr. John Amberson
Fm: Dr. William Fischer

Dear Mr. Amberson,

I appreciate the time, effort and creativity that have gone into the proposed Coast Highway Vision Plan. I strongly believe, however, that the negative impacts outweigh the potential benefits. The projection consequences on traffic flow, public safety, and adjacent neighborhoods appear aspirational rather than based on careful factual assessment. DEIR I17-1

Objections & Negative Impacts

Coast Highway capacity and traffic flow are already impeded by the narrow width of the current 4-lane (2 lanes in each direction) design plus current designated street parking. The "vision" of restricting the highway to one lane in each direction will have forceful negative impacts on traffic flow and safe timely access for public safety vehicles.

I understand the intention to reduce traffic volume in favor of public transportation & bicycle alternatives, but the economic and cultural effects of this will be potentially severe for businesses and neighborhoods, especially in South Oceanside. The projected increased in public transportation, with buses stopping frequently in planned bike lanes or within the one traffic lane, will increase congestion and frustration as well as pose a safety risk to both passengers pickups/dropoffs and bicyclists trying safely navigate through the bus stops. DEIR I17-2

The allowances for developing multiple-dwelling multi-level housing structures without the inclusion of needed additional parking accommodations will impact adjacent residential neighborhoods, especially in South Oceanside. The consequent increase street parking will negatively affect the attractive historical beachside character of South Oceanside rather than enhance it. What a sad loss this will be. The current plan favors developers and an unneeded increase in residential units that will sadly alter the unique character of Oceanside's coastal zone. DEIR I17-3

The proposed traffic circles are ludicrous. There isn't sufficient space to design them to induce adequate traffic flow, nor does the plan take into account the convergence of bicycle traffic into the circles. They will become confusing choke points and relatively unsafe for motor vehicles, bicyclists and pedestrians. DEIR I17-4

Alternate Vision

Maintain the current 4-lane design throughout, two lanes in each direction. DEIR I17-5

To achieve traffic calming and greater safety, use modern lighted pedestrian crossings at strategically located intervals - as opposed to badly designed traffic circles. Successful examples of these can be seen on the 4-lane Coast Highway stretches through Carlsbad and Encinitas. They are unambiguously safe and convenient for both motorists and pedestrians.

Complete the Rail Trail for bicycle users, rather then substituting a bike lane for a car lane in each direction, designing access to the Coast Highway at convenient intervals. Bicyclists will not significantly benefit the business environment, nor will solely relying on neighborhood customers. Signature businesses like breweries and restaurants rely, for the greater part of their patronage, on customers who arrive by automobile. These customers will be discouraged by the proposed limitations.

DEIR I17-6

Beautify the length of the highway by attractively improving the pedestrian environment on already existing sidewalks. Replace unserviceable palm trees with low profile shade trees along the way. This one touch alone would vastly improve the quality of life and attract more automobile customers to existing businesses, as opposed to the potential disruptions of the current proposal.

Thank you for taking my comments under consideration.

Sincerely,

Dr. William Fischer
510 Estremoz Ct.
Oceanside CA 92057
760.585.8899

Letter DEIR I17 Response

Bill Fischer August 28, 2017

DEIR I17-001 This comment expresses opposition for the project, specifically concerns related to traffic, public safety, and the surrounding neighborhoods. However, this commenter doesn't specifically state what their issues are with the environmental analysis in the DEIR related to these environmental issue areas. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I17-002 This comment states that with the reduction of roadway travel lanes along the corridor would have negative impacts on businesses and neighborhoods, especially in South Oceanside, as well as to all modes of transportation (i.e., vehicles, bus operations, and bicyclists). The traffic analysis was conducted using methodology that is consistent with the guidelines and requirements of the City of Oceanside, Caltrans, and SANDAG. The proposed roadway improvements identified in both the DEIR and PRDEIR are intended to incorporate Complete Streets enhancements to the Coast Highway corridor, enhancing the experience and safety for residents and visitors traveling the corridor, regardless of their mode of travel. As shown in the PRDEIR, seven of the ten intersections identified as impacted in future conditions can be sufficiently mitigated with the measures identified in the PRDEIR. Additionally, the proposed roundabouts are intended to promote more consistent vehicle flow through the corridor with the proposed reduction in travel lanes, when compared to traffic conditions with traffic signals. The four locations with significant and unavoidable impacts would not impact the overall progression and flow of traffic through the corridor, but would be areas of localized delay where forecasted delays would impact lower volume cross-streets more than the higher volume corridors of Coast Highway and Vista Way.

In addition, Section 3.14, *Transportation and Traffic,* of the PRDEIR states any partial lane closures required along Coast Highway during construction of the Complete Streets improvements and the Incentive District would require the preparation and implementation of a Traffic Control Plan, which would show all signage, striping, delineated detours, flagging operations, and any other devices that would be used to guide motorists, including buses, safely through the lane closure and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan would be prepared in accordance with the City's traffic control guidelines. The Traffic Control Plan would ensure that congestion and traffic delay are not substantially increased and would also detail how to access to the corridor, adjacent businesses, and the coastal areas during lane closures.

DEIR I17-003 This comment states that allowing increasing residential density without the inclusion of additional parking accommodations under the Incentive District would negatively impact adjacent neighborhoods. This comment also expresses this commenter's concern that the project favors developers instead of the character of Oceanside's coastal zone. This commenter incorrectly states that parking requirements are not included in the Incentive District as the Incentive District includes parking standards in line with transit oriented development strategies, which corresponds to the type of development the City desires under the Incentive District. Furthermore, as stated above in response DEIR I4-007, while the DEIR did not include an analysis of parking demand or parking impacts as that is not an environmental impact required to be evaluated in an EIR per the CEQA Guidelines, the proposed project and Alternatives 2 and 3 would increase the public on-street parking supply along Coast Highway from approximately 443 spaces to 460 spaces. In contrast, Alternative 1 would result in a reduction in overall on-street parking supply, because of the inability to add new on-street parking in Segment 4 between Oceanside Boulevard and Morse Street.

In addition, the Incentive District planning effort includes the development of a Parking Management Strategies Report, which identifies a series of recommendations and strategies to address anticipate parking demand that would occur with new development in the Inventive District. These strategies include shared parking, new public parking facilities operated by the City, and incentives for new development to provide public parking in addition to private parking for the uses proposed on-site. Together, these strategies are intended to provide sufficient parking supply to accommodate existing and future parking demand within the boundaries of the Incentive District.

DEIR I17-004 This comment expresses opposition to the proposed roundabouts due to limited space, impacts to traffic flow, and safety concerns for motorists, bicyclists, and pedestrians. Please refer to response DEIR I17-002 for response to this comment.

DEIR I17-005 This comment requests that Coast Highway stays as a four lane roadway. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I17-006 This comment recommends that instead of implementing the project to instead install lighted crosswalks, complete the Rail Trail, and beautify the Coast Highway corridor with new trees. While the City appreciates this commenter's input on alternative design features and projects in the coastal zone, since this comment does not raise any issue concerning the adequacy of the DEIR, no specific response to this comment is required.

550 Hoover St.
Oceanside CA 92054
nadia550@sbcglobal.net
760-803-6813

August 28, 2017

City of Oceanside
300 N. Coast Highway
Oceanside CA 92054

Email: jamberson@ci.oceanside.ca.us
council@ci.oceanside.ca.us, zbeck@ci.oceanside.ca.us

RE: Draft EIR- Coast Highway

To whom it may concern:

Thank you for offering us the opportunity to comment on this proposed project. Friends of Loma Alta Creek (Friends) want to ensure all development in the City is appropriate and will not overly impact the natural resources of the area and will significantly contribute to sustainability of the City while complying with existing zoning, Housing Element and Land Use elements. We believe any project, particularly one of this scope and size, should have a positive public benefit not only for the direct area but for all who pay taxes, play, work and do business in the Project Area.

In general, we are in favor of the street beautification ideas in Complete Streets. These will contribute to the overall quality of life for those who work, play and live downtown and along the entire stretch of Coast Highway in the City of Oceanside. Improvements we support include mid-block and lighted crosswalks at crucial streets, eliminating the tall, non-shade bearing palm trees and replacing them with appropriate shade trees, adding more bike racks, adding more benches and other such accoutrements that will beautiful the businesses along the corridor. We would also support some lane striping that narrows the road on some segments without actually reducing lanes. We'd also support a facia-type improvement incentive program to update some of the older building fronts. This would have rapid results in making Coast Highway look fresher and more modern. Last, we support finishing the Coastal Rail Trail and making that the most appropriate route for bicyclists. Bikes simply do not belong on Coast Highway. They have several alternatives to cross town without impeding the flow of traffic that would be required with a one-lane road diet, including Pacific Street, Rail Trail, and several other easily accessible adjacent streets. We are rather surprised at the lane diet proposal as this was not discussed in the Vision for many, many years.

DEIR I18-1

However, we strongly support no lane diet, particularly in South O. The businesses and residents who live, work and play there have stated many times they do not want it (public testimony, surveys and petitions), nor do they want the Overlay, which would necessarily encourage residential growth and some canyonization. The concerns for cut-through traffic safety concerns are valid and should have been analyzed. The concerns about parking losses are valid and should have been analyzed.

DEIR I18-1

Therefore, we SUPPORT NO PROJECT at this time. We do not feel enough reasonable alternatives were presented for analysis, including an alternative for South of Oceanside Boulevard.

The DEIR failed to address numerous comments *we placed in the record* on July 1, 2016 in our comments to the NOP and we would insist they be properly analyzed. (See attached letter 7-1-2017 to City of Oceanside, John Amberson) **We reiterate our comments and want them addressed. We believe they were glossed over with no serious attempts to properly analyze them.**

Overall we find many areas of this document deficient as it fails to apply appropriate CEQA thresholds without properly analyzing the actual proposed project and its impacts to many issues. To say there are no significant effects for the critical elements cannot be supported by a reasonable person. A DEIR analysis should have enough factual data in order for someone to critically evaluate and comment on the project. That is not done here in particular regarding the Traffic, Noise, Overlay, Cumulative Impacts, Emergency Access, Growth Impacts, or the Complete Streets Lane Diet sections.

DEIR I18-2

LANE DIET:

- We object to a one lane each direction lane diet as the current traffic count, prior to any Overlay development, is too large to be supported and safe for all users. It is simply not feasible with our frequent road closures, diversion from I-5, particularly during widening construction, and the overall vehicle volume we currently have. We oppose any lane diets, particularly in South O where the character of the area supports and requires 4 lanes for traffic flow, deliveries and public transit along with no reduction of on-street parking for customers, workers, transit and deliveries. There is no factual basis upon which to propose lane diets. No other North Coastal town, including Del Mar, Solana Beach, Encinitas or Carlsbad have installed permanent one-lane road diets yet still have safe streets and streets that properly serve the public benefit including economic support of businesses. I have driven the Coast Highway from Del Mar to Oceanside and have never observed the success of single lane roadways. This is particularly true in each city if there is residential and/or commercial development on both sides of the roadway such as we have in Oceanside-NONE of these cities have implemented the drastic changes proposed in the DEIR yet manage to maintain safe, attractive roadways for vehicles and pedestrians. I have personally driven Coast Highway, as I have been driving it since 1967!, from Del Mar to Oceanside a thousand times or more and observed absolutely NO JUSTIFIABLE NEED for lane diets as they will have serious, unavoidable impacts not only to traffic flow, deliveries and public transit, but public safety as well. These include the unavoidable impacts of poor response times for public safety as an example. There are also numerous level of service failures with the project, particularly from Oceanside Boulevard south. That alone makes the road diet objectionable for South O and largely for the rest of the Coast Highway.

DEIR I18-3

- We object to the Overlay portion of the DEIR. That was not adequately vetted to the public, having only been issued after a Developer's only meeting in January 2017. The lack of transparency for this element is shockingly inappropriate. The Coast Highway Vision was vetted over a number of years with multiple public meetings; the overlay was not and should be

DEIR I18-4

eliminated. It's a major change in zoning and uses that require a thorough public review prior to inclusion in this or any other document. It changes the areas that could be included merely with one person at the helm making that decision. It improperly allows for developer incentives that could include absolutely NO parking for their developments. These are simply objectionable on their face and do absolutely nothing to improve the quality of life for residents. The impacts were not properly analyzed but mere conclusions were made in the DEIR or vague statements that not enough information is known at the time to do a proper analysis. On that basis alone, the Overlay should be separated from the Coast Highway DEIR. One could not properly analyze the impacts without the City properly laying out factual data to consider. There is no factual basis upon which one may conclude zone changes, administrative approvals, average building heights, incentives for no onsite parking, etc. would be a public benefit to the City.

DEIR I18-4

SAFETY:

- There were no statistics presented in the DEIR in order to justify single lane diets and roundabouts. There were no crash statistic or engineering studies of one lane roundabouts on Coast Highway and why they would carry the flow of traffic we currently have or even if our streets are wide enough to accommodate them without removal of precious parking spaces. I read a Highway Safety Administration document that stated unequivocally that 20,000 trips per day cannot support a single lane diet and/or single lane roundabout. Taken with our numerous road closures due to various factors, the volume of traffic and failure to adequately analyze safety, freight and public transit issues, a single lane road diet is not acceptable. We have all seen the drawings for complete streets but they must be applied to current conditions and future conditions on the City of Oceanside's Coast Highway, not some vague Everywhere City with lower traffic volumes and potential impacts. This was not adequately analyzed.

DEIR I18-5

PARKING:

Each roadway segment should have the exact number of on-street parking spaces that are proposed for removal. Again, the DEIR is factually inadequate for one to properly analyze the impacts.

DEIR I18-6

CUMMULATIVE EFFECTS:

- Sadly it appears the consultants looked also at this plan in an isolated manner, particularly failing to address the major roadways that lead to the Coast Highway area. Each area within a mile or two of Coast Highway will be directly impacted, particularly quiet neighborhood streets adjacent to the project. I have observed impacts hundreds if not thousands of times during road closures, holidays, seasonal traffic, and freeway stoppages. We are extraordinarily disappointed they failed to include I-5 as a project that would impact this Project. This must be analyzed.
- Also the City failed to analyze the impacts from the Quiet Zones Project construction both on traffic flow, parking impacts, noise impacts, safety access and response times to adjacent hotels, businesses and residences and so forth. This must be done.

DEIR I18-7

In addition, these expected impacts were either not studied at all or ignored or summarily dismissed with conclusory statements that did not elucidate the true or reasonably anticipated impacts:

Traffic:

- The City failed to meet with CalTrans prior to preparation of the DEIR and merely included a few basic manuals rather than consultation with regional staff about the I-5 widening and potential

DEIR I18-8

serious environmental impacts to Vista Way, Cassidy, California Street, Oceanside Boulevard, and Mission Avenue. DEIR I18-8

- The City failed to meet with NCTD prior to the preparation of the DEIR and merely included a NCTD map as reference material; obviously road stoppages due to bus stops must analyzed, including buses and the Sprinter. DEIR I18-9
- The City failed to analyze freight deliveries, particularly in South O, where they frequently stop IN the lane and block traffic. Most businesses in that area have no parking lots or alleyways for delivery. I have frequently seen stopped traffic due to delivery vehicles blocking lanes. The impacts of freight deliveries, including current land use, delivery parking areas and truck size must be analyzed. DEIR I18-10
- The City failed to do the basic engineering or measure the streets to determine is roundabouts are a serious measure to be included in this plan. The impacts on public safety were not properly discussed or analyzed. Again, we request the City do some real life engineering and testing with Fire ladder trucks and other very large vehicles, like double rig trucks. Without presenting any factual data as such, one could not reasonably be expected to analyze and discuss potential impacts. Conclusory statements regarding public safety needing more stations, more personnel and the fact that response times are below expect would not lead one to factually analyze those impacts. DEIR I18-11
- The City failed to analyze Coast Highway and adjacent road closures for special events. Kindly enumerate them and analyze which alternative routes and the impacts will be made. DEIR I18-12

Overlay:

- Analyze how 5900 more residential units and 29,000 square feet of retail and an unknown addition of commercial properties will impact the streets regarding expected number of vehicles and parking needs. As you know, Oceanside has a very, very, very low Jobs-to-Housing ration, so one could reasonably expect a major increase of vehicles in the City for people to get to their jobs elsewhere and/or to go to retail locations in Oceanside for work. Kindly discuss these very real impacts on parking. DEIR I18-13

Public Services Impacts/Costs:

- No discussion was made of public services costs relative to the overlay increased density and zoning changes. Kindly analyze. Merely stated conclusions that developers will pay impact fees certainly does not explicitly discuss or analyze the true cost for public services, including public safety, libraries (does not meet the standard) and parks/greenspace needs. It should be put in factually that such impact fees do not lead to increased services due to relatively modest amounts paid, which certainly would NOT purchase a new fire station, more police employees, or an enhanced library system. DEIR I18-14
- There is no discussion about vehicles utilizing "side streets" during road closures, freeway diversion, or simply large amounts of bumper-to-bumper traffic generated seasonally or during weekends. Please analyze the expected road closures impacts on each street that would be impacted by cut-through or avoidance traffic. At the least, this should include Ditmar, Tremont, Cleveland, Clementine, Freeman, Alvarado, Nevada and streets perpendicular to them including Oceanside Boulevard, Mission Avenue, West Vista Way, Cassidy Street and others similarly situated. DEIR I18-15

TABLE 5-2- Avoidable Impacts with No Mitigation

Last, in reviewing unavoidable but serious impacts, we find Noise and Vibration impacts to be an unacceptable factor for all alternatives except No Project. (See Table 5-2) This is particularly true where DEIR I18-16

there are sensitive receptors like children at adjacent schools. This includes noise along Wisconsin Avenue and Washington Street. We believe there are other streets that will need to be analyzed for noise/vibration impacts, including near locations for senior residential. DEIR I18-16

The same is true for Transportation and Traffic Impacts of Complete Streets particularly if single lane roundabouts are utilized. Again, no true engineering analysis was done for any of the Alternatives.

The same is true for Traffic Conditions for Future 2035. There was no attempt to analyze increased population and traffic due to growth incentives in the Overlay. DEIR I18-17

The same is true for Vista Way and several other streets; mitigation of significant impacts cannot be done particularly if single lane roundabouts are suggested as mitigation factors. They simply will not work.

The same is true for Emergency Access and Response, which we discussed earlier. Merely preparing a construction traffic plan does NOT ensure adequate access and response, particularly for high rise buildings and businesses facing along Coast Highway. It is shocking to us the City would state current response times are not adequate yet encourage growth inducements through the Overlay Plan. That is unacceptable. Further, the modest amounts of impact fees do not come close to covering the costs for new personnel or facilities. DEIR I18-18

The same is true for cumulative operational impacts from the Overlay. Merely stated they are "considered cumulatively significant and unavoidable" does not give the reviewing public adequate information for meaningful review. This oversight must be corrected. (Table 4-2) DEIR I18-19

Project and Alternatives:

This project and its alternatives simply have too many significant, unavoidable impacts in order to be considered in the DEIR's iteration of alternatives. More alternatives must be presented that would *not* have significant, unavoidable impacts. So far, the NO PROJECT alternative must be the preferred alternative. DEIR I18-20

Again, we find this DEIR and overall project fails, at many levels as outlined above, to justify a project of this size, scope and density. More analysis must be done and more alternatives must be analyzed. The Overlay element must be removed for proper public vetting. DEIR I18-21

We support NO PROJECT alternative due to the mass amounts of unavoidable, serious environmental impacts with the proposed alternatives.

Very sincerely,

Nadine L. Scott, Attorney
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July 1, 2016

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COMMENTS ON COAST HIGHWAY PROJECT NOP

Hi John,

Kindly accept our additional and reiterated comments below.

One of our major concerns is freeway stoppages for whatever reason and how this will affect traffic flow in the event of a lane diet. We have personally observed stoppages based on car accidents, high volume traffic from Thursday to Sunday, and every major holiday backups. We also observe that vehicles leave I-5 to continue through on Coast Highway.

Additionally we have serious overall concerns with safety, traffic flow, increases to GHG, public safety response times, business impacts based on lack of adequate parking, particularly in South Oceanside, etc.

The Plan was supposed to make it safer and more beautiful for pedestrians/bikers and drivers. Landscaping, various traffic calming measures and crosswalks should be analyzed for overall safety, traffic movement, and beautification without taking out parking, slowing down vehicle traffic to a crawl, and having bikers ride inside the proposed roundabouts.

- Analyze the fiscal impact of approximately 72% of our residents driving out of town for work during typical rush-hours, and during traffic congestion due to the various scenarios out lined below[i1]

- Please have a face-to-face consultation with CalTrans regarding their designation of Coast Highway as an alternative roadway for I-5 congestion; analyze how a two lane road diet serves as alternative route to I-5 during backups and emergency closures of I-5; it would be a complete waste of time to pursue further studies if they will not agree to a two-lane road diet;

[1] 2013 Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics, San Diego Union Tribune, May 15, 2016

- In that same vein, analyze traffic during peak periods on the I-5 freeway, M-F 7-10am, Thursdays southbound in afternoon and early evening, Fridays southbound in afternoon and early evening, Saturday, southbound all day, Sunday northbound afternoon and evening hours;
- Ditto for NCTD bus stoppages every 5-15 minutes on the Coast Highway corridor as well as safety for bike riders, particularly if busses stop in the bike or traffic lane and completely block traffic;
- Discuss delivery truck stoppages in those areas where there is not alternative off-road site for delivery; it should be noted that commercial traffic is prohibited in residential areas; currently such truck deliveries block an entire lane of traffic;
- Analyze NCTD train crossing stoppages including data from Amtrak, Coaster and Sprinter;
- The traffic study for Coast Highway cannot be made in a vacuum. All adjacent streets/freeway traffic and public safety response times will need to be analyzed;
- Analyze impacts of roundabouts when traffic exceeds the usual threshold of 20,000 car trips daily;
- Analyze potential closures of off ramps heading into Oceanside during I-5 widening projects as well as potential closures of Highway 78, whether they be permanent or temporary; this should include public safety response times. As you know Station 2 Fire Department largely takes calls in Carlsbad. Discuss how South Oceanside will have adequate, timely coverage in the event Station 2 is out of service in an adjoining jurisdiction; ditto for Station 1 area- analyze how a much-needed ladder truck, fire truck and paramedics would be able to access the downtown area in the event of a high-rise emergency;
- Analyze public safety response times during peak congestion hours of I-5;
- Analyze public safety response times during all holidays, *all special events*, and any road closures adjacent to the Coast Highway
- Please ensure the closure of Pier View Way *is not* included in this study; that was never discussed by the council or in a public forum;
- Analyze roundabout engineering and discuss how families and children having to ride through roundabouts is a safety benefit;
- Analyze roundabout engineering and discuss how Oceanside Fire Department (and Oceanside Police Department) vehicles, trucks, ladder truck and paramedic vans can make u-turns, jumps/access over solid medians to reach areas on the opposite side of traffic, particularly when faced with highly congested two-lane only traffic; discuss impacts on response times; analyze capital costs of repair/replacement of public safety vehicles;
- Discuss fiscal impacts on public safety service costs;
- Discuss fiscal impacts on Coast Highway businesses in South Oceanside when parking is removed;
- Analyze fiscal impacts on all Coast Highway businesses if two lanes of traffic are not moving- this would most likely occur during I-5 stoppages or heavy congestion. We doubt consumers will return to Oceanside to spend their money if stuck in traffic for several hours;

- Analyze impacts on adjacent neighborhood streets with cut-through traffic in the event Coast Highway is clogged and/or stopped; analyze the neighborhood access to public safety in this event also;
- Discuss how riding in traffic through a roundabout is safer than riding bicycles on adjacent roadways; discuss when the Coastal Rail Trail, a much preferred alternative, can be completed;
- Discuss how oversized vehicles, motor homes, trucks and trailers can negotiate roundabouts and not endanger riders in roundabouts
- Discuss how the parking in "the Dip" is convenient and close enough to make up for South Oceanside parking losses to the frontage businesses there; we believe this is *not* a parking replacement that will likely be used, discuss;
- Use the latest SANDAG modeling;
- Analyze Green House Gasses relative to traffic backups during peak and holiday times;
- Analyze traffic/parking relative to special event closures for filming, special events like surf contests, parades, military appreciation day, etc;
- Do a full parking demand study for each segment of Coast Highway, including North Oceanside, Downtown and South Oceanside; this should include size of each business, currently available and required parking, planned parking but not include other options;
- Study use of residential development in the Coastal Zone relative to short-term rental impacts;
- Analyze blockages at Morse Street/Oceanside Boulevard due to lane diet.

Thank you for the opportunity to comment on this very important project. We all want Oceanside to look nice and be attractive, but not at the cost of our local businesses, revenue production and movement of commerce, public safety response times or impacts to the environment.

Nadine L. Scott, Attorney
Friends of Loma Alta Creek

Letter DEIR I18 Response — Friends of Loma Alta Creek August 28, 2017

DEIR I18-001 This introductory comment expresses opposition to the project, with the exception of the streetscaping, as this commenter is against the road diet, creation of bike lanes along Coast Highway, as the Rail Trail should be finished for bicyclist to use, and the Incentive District. This comment also states that the road diet is not consistent with the Vision Plan and that the DEIR lacked enough reasonable alternatives, including an alternative for South Oceanside. This commenter incorrectly states that the project is inconsistent with the vision of the city as the project would facilitate implementation of the Coast Highway Vision and Strategic Plan (Vision Plan). Please refer to response DEIR I16-003 for the response to this portion of this comment.

Additionally, in accordance with Section 15126.6(a) of the CEQA Guidelines, an EIR shall 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. The DEIR included three alternatives to the project in addition to the No Project Alternative, which was updated to include an additional project alternative (a total of four project alternatives and the No Project Alternative) in the PRDEIR. In addition, Chapter 5, *Alternatives*, of the DEIR and PRDEIR included an explanation as to why the alternative site or location alternative was not further evaluated in the EIR. Therefore, the EIR did sufficiently evaluate a reasonable range of alternatives to the project. Furthermore, Alternatives 1 through 4 of the PRDEIR included various refinements to the project to eliminate different project components from South Oceanside, which included limiting the Complete Streets improvements and the Incentive District in different combinations per each alternative.

DEIR I18-002 This comment states that the DEIR fails to address these comments that this commenter put in the public record during the Notice of Preparation (NOP) period. In addition, this comment states that the DEIR fails to apply the appropriate CEQA thresholds without properly analyzing the actual proposed project and its impact to many issues, particularly in the traffic, noise, Incentive District, cumulative impacts, emergency access, growth impacts, or the Complete Streets improvements sections.

While Section 15082 of the CEQA Guidelines does not require the lead agency to prepare formal responses to comments received on NOP, the lead agency should consider the NOP comments in the development of the scope of the analysis contained in the EIR. This comment letter submitted by this commenter

during the NOP included comments that expressed concern with traffic, including congestions, flow, and the potential for cut through traffic from I-5; public safety, including the feasibility of emergency and larger vehicles safely navigating through the roundabouts and impacts to emergency services' response times; increases in GHG emissions; economic impacts due to parking impacts, particularly in South Oceanside; and impacts to alternative transportation.

In regards to traffic impacts, the EIR for the Coast Highway Corridor Project includes a comprehensive traffic impact analysis that assesses traffic conditions for both weekday peak hours and full weekday conditions. The traffic analysis was conducted using methodology that is consistent with the guidelines and requirements of the City of Oceanside, Caltrans, and SANDAG. The proposed roadway improvements identified in both the DEIR and PRDEIR are intended to incorporate Complete Streets enhancements to the Coast Highway corridor, enhancing the experience and safety for residents and visitors traveling the corridor, regardless of their mode of travel. As shown in the PRDEIR, seven of the ten intersections identified as impacted in future conditions can be sufficiently mitigated with the measures identified in the PRDEIR. Additionally, the proposed roundabouts are intended to promote more consistent vehicle flow through the corridor with the proposed reduction in travel lanes, when compared to traffic conditions with traffic signals. The four locations with significant and unavoidable impacts would not impact the overall progression and flow of traffic through the corridor, but would be areas of localized delay where forecasted delays would impact lower volume cross-streets more than the higher volume corridors of Coast Highway and Vista Way. Based on the results of this comprehensive traffic impact analysis, the proposed project is not forecasted to significantly impact regional traffic patterns or access to the coastal portions of Oceanside.

In regards to cut-through traffic impacts, the TIA (2018) study locations included several parallel and intersecting streets and intersections that served the residential neighborhoods near the Coast Highway corridor. The purpose of including these intersections in the analysis was to identify potential impacts resulting from cut-through or diverted traffic, and the appropriate mitigation measures to address any impacts. As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, all significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) in the Future + Project scenario due to no feasible mitigation to fully mitigate the impacts at these four locations. Therefore, the DEIR and PRDEIR addresses the traffic comments received from this commenter during the NOP comment period.

In regards to public safety, including emergency access and response times, Section 3.14, *Transportation and Traffic,* of the DEIR and PRDEIR analyzed potential emergency evacuation access impacts with project implementation and concluded impacts would be less than significant with implementation of mitigation measures that require implementation of a Traffic Control Plan for temporary roadway interferences and/or closures. The Traffic Control Plan would be prepared in accordance with the City's traffic control guidelines. The Traffic Control Plan would show all signage, striping, delineated detours, flagging operations, and any other devices that would be used to guide motorists, including buses, safely through the lane closure and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan would ensure that construction does not interfere unnecessarily with the work of other agencies such as emergency service providers, mail delivery, school buses, and municipal waste services. Emergency access would not be impacted during construction of the proposed project. The Traffic Control Plan would also ensure that congestion and traffic delay are not substantially increased and would also detail how to access to the corridor, adjacent businesses, and the coastal areas during lane closures.

In addition, the City's Fire Department has reviewed the proposed traffic-calming measures and has concluded that the proposed roundabouts have been designed to avoid affects to response times.[4] Response times are a multi-faceted issue as they are affected by allocation of resources, the number of calls received at any given time, the number of response units in the field, and other factors. Given this complexity and the need to remain diligent about proper design of the new intersection and roadway features proposed in the project, the Fire Department has been and would continue to be part of the design process of the Complete Streets improvements. This continued design review and analysis would ensure that the lane reduction and new roundabouts would accommodate large fire engines and not negatively affect response times. The proposed design for the Coast Highway allows for heavy vehicle radii for turning left and making U-turns. In addition, Coast Highway's center median would be constructed with low curbs to allow left turning access to fire trucks and police vehicles mid-block. For these reasons, operation of the Complete Streets improvements would not have significant impacts with regard to fire performance objectives.

Furthermore, based on discussions with the Fire Department, construction, holiday congestion, and special event impacts are routinely dealt with by the Fire Department. Special events require committee approval of an event safety plan, and the Fire Department participates on a committee for these events on a regular basis. Special events are sometimes approved on the condition of having extra resources put in place. Any impact due construction on Interstate 5 would require a mutually agreed upon mitigation plan with Caltrans. Peak congestion hours of

[4] Email communication with David Parsons, Fire Captain at the Oceanside Fire Department, November 22, 2017.

I-5 would have an effect on traffic accidents on the freeway, as is the current situation. Fire Department units responding to neighborhoods in and around I-5 would have to use alternate routes. Automatic aid provided to the City of Carlsbad is reciprocated to the City of Oceanside providing a net benefit to both communities. Therefore, the DEIR and PRDEIR conforms with the public safety comments provided by this commenter during the NOP comment period.

Section 15131(b) states that economic impacts are part of understanding the significance of a proposed change, where the exact language is provided below:

> *"Economic or social effects of a project may (emphasis added) be used to determine the significance of physical changes caused by the project… Where an EIR uses economic or social effects to determine that a physical change is significant, the EIR shall explain the reason for determining that the effect is significant."*

Furthermore, Section 15131(a) states:

> *"Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes."*

As noted in Section 15131(a), the focus of the analysis should be on the physical changes to the environment. Therefore, an economic analysis is not included in the EIR for the project.

Related to the example raised by this commenter (traffic congestion and effects on existing businesses) the EIR addresses the potential for traffic congestion in Section 3.14, *Transportation and Traffic*, of the PRDEIR. While the analysis of parking is not required under CEQA, information regarding the change in the number and location of on-street parking spaces along Coast Highway between existing conditions, the proposed project, and the project alternatives is presented in Section 9.0 of the appendices of the revised TIA (2018) included in the PRDEIR, as summarized in the table below.

Segment	No Project	Project	Alternative 1	Alternative 2	Alternative 3
Harbor to SR-76	45	45	45	45	45
SR-76 to Wisconsin	199	149	149	149	149
Wisconsin to Oceanside	98	79	79	79	79
Oceanside to Morse	6	92	6	92	92
Morse to Vista	95	95	95	95	95
Corridor On-Street Parking Total	443	460	374	460	460

As shown in the table above, the proposed project and Alternatives 2 and 3 would increase the public on-street parking supply along Coast Highway from approximately 443 spaces to 460 spaces. In contrast, Alternative 1 would result in a reduction in overall on-street parking supply, because of the inability to add new on-street parking in Segment 4 between Oceanside Boulevard and Morse Street. The project, Alternative 2, and Alternative 3 do redistribute some on-street parking supply from segment 2 (SR 76 to Wisconsin Avenue) to segment 4 (Oceanside Boulevard to Morse Street). This redistribution of parking supply does not impact coastal access as both segments are equal distance to the coast. Furthermore, segment 2 has substantially more existing public parking resources that serve the coastal zone and beach areas than does segment 4, so a redistribution of this public parking supply may have a net benefit for beach access as well as for businesses located in South Oceanside.

In regards to impacts to alternative transportation, the proposed project would install bike lanes along the entirety of the corridor, which would allow for easier use of this roadway by bicyclists. Section 3.14, *Traffic and Transportation*, of the DEIR and PRDEIR states construction of the Complete Streets improvements would require partial lane closures during construction of the roundabouts. However, MM-Complete Streets-TRAF 3 would require the construction contractor to prepare a Traffic Control Plan, which would show all signage, striping, delineated detours, flagging operations, and any other devices that would be used during construction to guide motorists, including buses, bicyclists, and pedestrians safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. Implementation of MM-Complete Streets-TRAF 3 would ensure that impacts to alternative transportation during construction is less than significant.

In addition, the City has met with the North County Transit District (NCTD) during the course of the project study effort to review NCTD bus operations and needs. The project design process, which would occur following certification of EIR, would include development of appropriate roadway and streetscape designs to accommodate NCTD bus operations and needs, including ADA requirements, which would be facilitated through discussion between the City and NCTD.

This commenter has incorrectly stated that the DEIR inadequately analyzed project impacts related to GHG Emissions, Noise, Cumulative Impacts and Growth Inducement. In accordance with Appendix G of the state CEQA Guidelines, the DEIR and PRDEIR analysis focuses on the potential project conflicts or inconsistences with the established state thresholds per each environmental topic area for the purpose of avoiding or mitigating an environmental impact. The DEIR analyzed each of this environmental topic areas in the following sections: Section 3.6, *Greenhouse Gas Emissions;* 3.10, *Noise and Vibration;* Chapter 4, *Cumulative Impacts;* and Chapter 6, *Other CEQA Consideration* (includes Growth Inducement). Based off the evaluation of the

project against the state CEQA thresholds, the DEIR and PRDEIR concluded if the project would result in any significant impacts and incorporated mitigation measures as necessary to reduce impacts to the lowest extent possible within each of these respective sections. Therefore, the analysis contained in the DEIR and PRDEIR is sufficient in accordance with CEQA.

DEIR I18-003 This comment opposes the reduction in roadway lanes and states that implementing the Complete Streets improvements would result in unavoidable impacts to traffic flow, deliveries, public transit, and public safety. Please refer to responses DEIR I17-002 and DEIR I7-008 for a response to this comment.

DEIR I18-004 This comment objects to the Incentive District as in this commenter's opinion this project component was not publically vetted, lacks factual data to support the DEIR conclusions, constitutes major zoning changes, and would give developer incentives without requiring parking requirements. This comment also mandates that the Incentive District be removed from the project and EIR.

As described in Chapter 2, *Project Description,* of the DEIR, the Incentive District is an optional zoning program that individual developers could choose to apply for new development or redevelopment within the Incentive District boundary in lieu of the existing zoning. However, it should be stated, the adoption of the Incentive District does not eliminate the existing zoning designations of the project area but rather overlays the optional zoning program in the event that developers or property owners choose develop their property in a different manner than what the existing zoning allows The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area.

Additionally, the City prepared the Vision Plan and the City Council voted to accept the Vision Plan in 2009 to serve as an advisory document to help guide future development within the Coast Highway corridor. The concept of the Incentive District was inspired by the Vision Plan, which served as a guidance document, along with the City's General Plan, during the development of the Incentive District. The Incentive District would facilitate implementation of the Vision Plan by encouraging redevelopment and revitalization of the Coast Highway corridor. The CEQA process includes various points in the process for public input on the project, including the public comment period and scoping meeting during the NOP process and the public comment period during the public review process of the DEIR. Even though the CEQA process is concerned with the environmental impacts and mitigation of the project, all comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

This comment incorrectly states that the DEIR lacks factual evidence for the environmental analysis for the Incentive District. The technical analyses included in the DEIR and PRDEIR are based on technical studies, which are included as appendices to the EIR, that use scientific models and methodologies recognized by the applicable overseeing agencies to determine the environmental impacts of the project. The environmental issues addressed in this DEIR and PRDEIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects, and public and agency responses to the NOP. In accordance with Appendix G of the state CEQA Guidelines, the DEIR and PRDEIR analysis focuses on the potential project conflicts or inconsistences with the established state thresholds per each environmental topic area for the purpose of avoiding or mitigating an environmental impact. Based on the approach described above, the DEIR and PRDEIR provide an analysis of reasonably foreseeable impacts associated with the construction and operation of the proposed project. Therefore, the analysis contained in the DEIR and PRDEIR is sufficient in accordance with CEQA.

This commenter incorrectly states that parking requirements are not included in the Incentive District. Please refer to response DEIR I17-003 for the response to this comment.

DEIR I18-005 This comment addresses concerns regarding safety, specifically in regards to the lane diets and roundabouts, and states that the traffic impacts were not adequately analyzed in the DEIR. Please refer to response DEIR I16-003 for the response to this comment.

DEIR I18-006 This comment states that the DEIR lacks impacts to parking with project implementation. Please response DEIR I4-007 for the response to this comment.

DEIR I18-007 This comment states that the DEIR fails to analyze cumulative impacts associated with project implementation. Please refer to response DEIR I10-008 for the response to this comment.

DEIR I18-008 This comment incorrectly states that the City failed to meet with Caltrans prior to the preparation of the DEIR and only relied on Caltrans manuals when preparing the traffic analysis. The City has coordinated with Caltrans throughout the duration of the Coast Highway Corridor Study project and continues to coordinate with Caltrans on this project as others in the city. Most recently, the City meet with Caltrans to discuss their comment letter on the DEIR as well as to discussion the revisions necessary for the revised TIA (2018) prepared in support of the PRDEIR, where the EIR was primarily recirculated due to Caltrans' input and comments. Furthermore, please refer to response DEIR I17-002 for the response to agencies' input and guidance used for the traffic analysis.

DEIR I18-009 This comment states that the City failed to meet with the NCTD prior to the preparation of the DEIR and only relied on NCTD maps when preparing the traffic analysis. The City has coordinated with NCTD throughout the study process. NCTD staff members participated in the Stakeholder Working Group established for the project and have provided input throughout the study process. Also, please refer to response DEIR I17-002 for the response to agencies' input and guidance used for the traffic analysis.

DEIR I18-010 This comment states that the traffic analysis fails to analyze freight deliveries, which frequently stop in the roadway and block traffic. Examination of commercial truck loading zones has been included in the TIA, but is not required to be presented in the DEIR. The City is currently going through the process to identify locations where part-time or full-time loading zones can be designated along the curb in order to not block through traffic. These curb-adjacent loading zones would be located either on Coast Highway or on intersecting streets, not in residential zones.

DEIR I18-011 This comment states that the City has failed to prepare basic engineering or measure the street for the proposed roundabouts and requests that the City do real life engineering and testing with fire trucks, including ladder trucks, to ensure that emergency vehicles can safely navigate the roundabouts and would impact response times. Based on discussions with the Fire Department, the Oceanside Fire and Transportation Engineering departments have conducted real world street level tests of roundabout maneuvering with the longest fire vehicle in the fleet. The City has a working understanding of the potential issues. Each roundabout design, including the future designs for the Oceanside Coast Highway Corridor project should it move forward, would be evaluated individually during the design phase. Roundabouts in concept are not a cause for concern for the Oceanside Fire Department.[5]

In addition, the City of Oceanside has prepared 30 percent design preliminary engineering plans for the Coast Highway Corridor Study project. The development of these preliminary engineering plans included examination of the adequacy of the roundabout design to accommodate large trucks that would be anticipated to use Coast Highway. The design of the roundabouts would be further advanced and refined during subsequent stages of project design.

Please refer to the response DEIR I4-003 for the response to how the project would affect emergency response times.

DEIR I18-012 This comment states that the City failed to analyze Coast Highway and adjacent road closures for special events. In accordance with the City's traffic impact analysis guidelines, traffic analysis for special events is not required as part of the DEIR as analysis of these special events would be the responsibility of each

5 Email communication with David Parsons, Fire Captain at the Oceanside Fire Department, November 22, 2017.

event proponent. Please refer to response DEIR I18-002 for the response to types of traffic requirements required for special events in the city.

DEIR I18-013 This comment questions if the traffic analysis accounted for the additional vehicles trips associated with the increased density allowed under the Incentive District. As detailed in the TIA (2017) contained in the DEIR and the revised TIA (2018) contained in the PRDEIR, the traffic modeling for the future year 2035 with project scenarios evaluates future traffic conditions with implementation of the Complete Streets improvements as well as accounts for the estimated growth projected under the land use conditions of the Incentive District. In addition, the travel demand model used for the traffic analysis incorporates anticipated regional and local growth in population and employment for Oceanside and San Diego County as forecast by SANDAG and consistent with the Regional Transportation Plan (RTP).

DEIR I18-014 This comment notes that the DEIR does not include a discussion of public services costs and requests that such an analysis be included in the EIR. It is correct that the DEIR does not include an analysis of public service costs. Rather, the DEIR includes an analysis of the effects of changes to the environment that could result from potential expansions of public services, consistent with CEQA. This environmental analysis is contained in Chapter 3.12*, Public Services*, of the DEIR. The analysis concludes that the potential for environmental impacts to fire and police protection, schools and libraries would be less than significant. Under CEQA's definition of environmental impacts, increases in demands on public facilities, services, and utilities that could result from a project are not environmental impacts that must be evaluated (*City of Hayward v Board of Trustees of Cal. State Univ. (2015) 242 CA 4th 833, Section 6.36*).

DEIR I18-015 This comment states that the DEIR should include analysis about the use of side streets for cut-through or avoidance traffic and requests additional analysis of traffic on side streets, specifically "Ditmar, Tremont, Cleveland, Clementine, Freeman, Alvarado, Nevada and streets perpendicular to them including Oceanside Boulevard, Mission Avenue, West Vista Way, Cassidy Street and others similarly situated", during road closures, freeway diversion, or large amounts of bumper to bumper traffic. The TIA (2017) contained in the DEIR and the revised TIA (2018) contained in the PRDEIR analyze traffic conditions during the weekday AM and PM peak hours, consistent with the City's traffic study guidelines. Analysis of traffic conditions during road closures, freeway diversion, and other temporary and infrequent events is not required by the City's guidelines nor by CEQA. Please refer to response DEIR I6-002 for the response regarding the analysis of cut-through traffic.

DEIR I18-016 This comment objects to the significant and unavoidable noise and vibration impacts and states that the DEIR needs to analyze all streets in the project area for noise impacts, especially those near senior residential locations. Noise

impacts are addressed in Section 3.10 *Noise and Vibration*, of the DEIR and in Chapter 2, *Errata,* of the PRDER. The noise analysis evaluated 54 roadway segments and addressed whether the proposed project, including the proposed roundabouts and traffic recirculation with traffic from future redevelopment, would result in a substantial permanent increase in ambient noise levels in the project vicinity or expose persons to noise levels in excess of standards established in the local general plan or noise ordinance. As discussed in Chapter 2, *Errata,* of the PRDEIR, due to the changes in the traffic impact analysis in the revised TIA (2018), significant traffic noise impacts would occur along one roadway segment, Michigan Avenue east of Coast Highway, with implementation of the project. Because of the configuration of existing land uses in this area, these impacts could not be avoided with implementation of the project. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment.

In regards to the significant and unavoidable noise impact, prior to approval of the project or any of the project alternatives the City would also need to demonstrate that the benefits of the project outweigh the environmental consequences of the project (through the Findings of Fact and Statement of Overriding Considerations).

DEIR I18-017 This comment states that the DEIR fails to adequately analyze the future year 2035 traffic conditions that includes the projected growth under the Incentive District and objects to the use of single lane roundabout. Please refer to response DEIR I18-013 for a response regarding the traffic analysis for the future year 2035 conditions. The portion of this comment that disagrees with the use of single lane roundabouts, this comment doesn't does not address the adequacy of the DEIR and therefore, no further response is required.

DEIR I18-018 This comment expresses concerns regarding emergency access and response. The Oceanside Fire Department has been, and would continue to be, a part of the design process of the Complete Streets improvements, ensuring that the lane reduction and new roundabouts would accommodate large fire engines and response times for emergency services. Based on discussions with the City's Fire Department, the Fire Department has reviewed the proposed traffic-calming measures and has concluded that the proposed roundabouts have been designed to avoid affects to response times.[6] Response times are a multi-faceted issue as they are affected by allocation of resources, the number of calls received at any given time, the number of response units in the field, and other factors. Given this complexity and the need to remain diligent about proper design of the new intersection and roadway features proposed in the project, the Fire Department has been and would continue to be part of the design process of the Complete

6 Email communication with David Parsons, Fire Captain at the Oceanside Fire Department, November 22, 2017.

Streets improvements. This continued design review and analysis would ensure that the lane reduction and new roundabouts would accommodate large fire engines and not negatively affect response times. The proposed design for the Coast Highway allows for heavy vehicle radii for turning left and making U-turns. In addition, Coast Highway's center median would be constructed with low curbs to allow left turning access to fire trucks and police vehicles mid-block. For these reasons, operation of the Complete Streets improvements would not have significant impacts with regard to fire performance objectives.

In addition, contrary to this commenter's assertion, the DEIR provides an analysis of Fire Department response times (Section 3.12, *Public Services*). While the City does strive to maintain certain response times, it is not unusual for a City to not always attain the response time targets. However, because the current city facilities can serve the anticipated new population that could result with implementation of the Incentive District and within the downtown area from the existing stations and structures within the City, there is not a need for construction of a specific facility directly related to adoption of the Incentive District. More detail on this analysis and conclusion is provided in Section 3.12 of the DEIR. As well, please refer to response DEIR I-4-003 for a more detailed response.

DEIR I18-019 This comment states that the DEIR fails to adequately analyze the cumulative impacts of implementing the Incentive District. Please refer to response DEIR I18-002 for a response to this comment.

DEIR I18-020 This comment states that the project and alternatives have too many significant and unavoidable impacts to be considered and expresses support of the No Project Alternative. This comment does not raise any issue concerning the adequacy of the DEIR, and therefore a response is not required. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I18-021 This conclusory comment reiterates the points raised in the comments above and this commenter's support of the No Project Alternative. Please refer to the responses DEIR I18-001 for the response related to the analysis of alternatives in the DEIR. The City appreciates this commenter for participating in the planning and environmental review process. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

From: Carolyn Krammer [mailto:carolnoceanside@cs.com]
Sent: Monday, August 28, 2017 3:40 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: Zack Beck <ZBeck@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>
Subject: Coast Highway Corridor Draft EIR

Please accept these additional comments for the Draft EIR and for the record:

DEIR I19-1

This Draft EIR is inadequate in that it does not provide an alternative without the "Incentive District" other than the No Project Alternative.

DEIR I19-2

The Draft EIR is inadequate as it leaves out a much simpler alternative; one that includes no lane diet, just shade trees & lighted crosswalks and completion of the bike trail for bicycle safety instead of Coast Hwy.

DEIR I19-3

The 44 projects listed in the Cumulative Projects within Project Area have not been adequately addressed when these projects are put into place with less parking and more residential. The lane diet with 2 lanes instead of 4 lanes will ultimately affect
traffic and therefore push the traffic into our neighborhoods and the safety of our children and residents.

DEIR I19-4

I am in favor of the No Project Alternative .

Thank you for taking my comments.
Carolyn Krammer
904 Leonard Avenue
Oceanside, CA. 92054

Letter DEIR I19 Response — Carolyn Krammer August 28, 2017

DEIR I19-001 This comment provides an introduction to this comment letter and states that the DEIR is inadequate because it does not include an alternative that doesn't include the Incentive District other than the No Project Alternative. This commenter is incorrect about the project alternatives presented in the DEIR, as Alternative 3 of the DEIR (renumbered as Alternative 4 in the PRDEIR) did not include the Incentive District. As states in Chapter 5, *Alternatives,* of the DEIR on page 5-5:

> "***Alternative 3**, which would include Complete Streets improvements the length of the corridor (Harbor Drive to Vista Way), as is included in the proposed project. However, in this alternative the Incentive District would not be adopted."*

Therefore, the DEIR did include an analysis of implementing just the Complete Streets improvement component of the proposed project. Refer to Chapter 5, *Alternatives,* of the PRDEIR for the updated analysis for this project alternative.

DEIR I19-002 This comment states that the DEIR did not include a project alternative that includes installation of lighted crosswalks, complete the Rail Trail, and beautifying the Coast Highway corridor with new trees. In accordance with the CEQA Guidelines, an EIR shall 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. Specifically, Chapter 5, *Alternatives,* of the DEIR and PRDEIR states on pages 5-1 and 5-2:

> "*CEQA does not prescribe fixed rules governing the type of alternatives to a project that should be analyzed in an EIR; the nature of alternatives varies depending on the context of the project being analyzed. As expressed by the California Supreme Court: "CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its facts, which in turn must be reviewed in light of the statutory purpose" (Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 564).*
>
> *Section 15126.6(a) of the CEQA Guidelines provides that:*
>
> *[a]n EIR shall 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. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

Furthermore,

> *The range of alternatives required in an EIR is therefore governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to allow a reasoned choice (CEQA Guidelines, Section 15126.6 [f]). An EIR need not consider every conceivable alternative to a project. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are not feasible, or do not avoid or substantially lessen any significant environmental effects (CEQA Guidelines, Section 15126.6[c]). Moreover, under CEQA, a lead agency may structure its alternatives analysis around a reasonable definition of a fundamental underlying purpose and need not study alternatives that cannot achieve that basic goal (In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings (2008) 43 Cal.4th 1143, 1165)."*

Because the alternative proposed by this commenter would not achieve any of the project's objectives, this alternative was not considered to be evaluated as a reasonable alternative to the project. No revision to the EIR is required in response to this comment.

DEIR I19-003 This comment states that the cumulative projects listed in the DEIR have not been adequately addressed in conjunction with the project in regards to the cumulative impacts to traffic and parking. Please refer to response DEIR I10-008 for the response to this comment.

DEIR I19-004 This comment expresses this commenter's support of the No Project Alternative. This comment does not raise any concern regarding the adequacy of the DEIR; therefore, a specific response is not required. The City appreciates this commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

MARKET VENTURES DEVELOPMENT
426 North Cedros Avenue
Solana Beach, CA 92075

August 28, 2017

John Amberson
Transportation Planner
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054 VIA EMAIL TO: j.amberson@ci.oceanside.ca.us

RE: Coast Highway Corridor Study Draft Environmental Impact Report

Dear Mr. Amberson:

As someone interested in the continued evolution of Oceanside's downtown into a vibrant district, I am supportive of the proposed Complete Streets and Incentive District elements of the Coast Highway Corridor. In response to the Notice of Availability of a Draft Environmental Impact Report ("Draft EIR") for the Coast Highway Corridor Study, I offer the following comments in the spirit of improving the final EIR and facilitating its implementation:

DEIR I20-1

Mitigation measure MM-AIR-2-a provides an overbroad and ambiguous mitigation condition that will be impossible to objectively and effectively implement, and should be modified. The proposed condition requires Incentive District residential developments "provide direct pedestrian and bicycle access…to offsite adjacent neighborhood amenities." However it is the intent of the subject project, the Complete Streets component of the Coast Highway Corridor Study, to provide this enhanced pedestrian and bicycle connection to amenities throughout the City. As stated, this condition provides a vague and virtually unlimited requirement for Incentive District projects to make *off-site* improvements to an undefined list of amenities subject to significant subjective interpretation by reviewers of future Incentive District projects.

A reasonable interpretation would assume that the intent of the condition is to insure only adequate pedestrian and bicycle connection to the public right of way, including the enhancements to the right of way provided by the Coast Highway Project. The Coast Highway Project then provides the connection to the unspecified list of community amenities. Additionally, the requirement for "curbs and sidewalks on both sides of the street," is assumed to indicate internal streets to the project and the project frontages which may only incorporate one side of the subject street.

To address these concerns wording of the condition should be changed to read as follows:

a. Provide direct pedestrian and bicycle access from any Incentive District residential development with a density of four or more residences per acre and in any mixed-use or commercial development to ~~offsite adjacent neighborhood amenities, parks,~~

DEIR I20-2

~~schools, shopping areas, existing bike paths, and transit stops~~ the public right-of-way. ~~Low-, medium-, and high-density~~ Incentive District developments shall ~~have~~ provide curbs and sidewalks on ~~both sides of the street~~ on all public street frontages. Curbs and sidewalks shall also be provided on both sides of all internal streets, unless an equivalent or superior pedestrian path is provided within the development.

DEIR I20-2

Mitigation measures MM-AIR-2-c, -d and -e create an ever increasing standard of performance duplicative, and in excess of state standards, without justification and should be deleted. As the Draft EIR clearly explains, the continual improvement cycles of California's Title 24 have demonstrated and are expected to demonstrate significant ongoing improvement in the impacts of building operations for new buildings. This is recognized as a mitigating factor of impacts from future building operations. However, no analysis is provided in the Draft EIR as to why the Coast Highway Incentive District requires buildings to exceed these strict standards with the imposition of otherwise voluntary Tier 1 requirements of the California Green Building Code. By implementing proposed MM-AIR-2-c through -e, the Draft EIR subjects projects to unknown future requirements an ever increasing energy efficiency standards that cannot be known, analyzed, or squared with the impact that the condition attempts to mitigate. Without analysis that states that the Project Area currently exceeds average statewide non-attainment conditions, or is proposing development intensity in excess of other statewide areas, there is no justification to impose additional, otherwise voluntary, conditions beyond what exists in state law.

DEIR I20-3

MM-AIR-2-c through -e should be deleted. If not, at a minimum the Draft EIR should only condition projects to exceed the current building code in effect at the time the EIR is adopted (i.e. 2016 Title 24 and California Green Building Standards), and if such excess conditions are incorporated or superseded by future Title 24 updates, it should be clear that future Incentive District projects are not required to comply with future unknowable requirements as the Tier 1 standards are amended in the future in conjunction with further updates to the California Green Building Code and Title 24.

Thank you for the opportunity to provide these comments. I look forward to the completion of the Final EIR and approval of the Coast Highway Corridor project.

DEIR I20-4

Best,

Chris Swortwood

Letter DEIR I20 Response — Chris Swortwood August 28, 2017

DEIR I20-001 This comment expresses support of the proposed project and provides an introduction to the following comments. This comment does not raise any concern regarding the adequacy of the DEIR. Therefore, a specific response is not required. The City appreciates This commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I20-002 This comment questions the specific meaning of the requirements provided in MM Incentive District AIR-2a and provides textual changes this measure to address the concerns of this commenter. Specifically, this commenter proposes the following edits (additions are shown with underlining and text removed is shown with ~~strikethrough~~):

a. Provide direct pedestrian and bicycle access from any Incentive District residential development with a density of four or more residences per acre and in any mixed-use or commercial development to ~~offsite adjacent neighborhood amenities, parks, schools, shopping areas, existing bike paths, and transit stops~~ the public right-of-way. ~~Low-, medium-, and high-density~~ Incentive District developments shall ~~have~~ provide curbs and sidewalks ~~on both sides of the street~~ on all public street frontages. Curbs and sidewalks shall also be provided on both sides of all internal streets, unless an equivalent or superior pedestrian path is provided within the development

To clarify the meaning of the MM Incentive District AIR-2a, the intent of the measure is to ensure that individual development projects proposed under the Incentive District provide adequate pedestrian and bicycle connection to the public right of way, including the enhancements to the right of way provided by the Complete Streets improvements. After review of the proposed changes to the mitigation measure, the City agrees with the edits provided in this comment and these edits have been reflected in the update language of MM Incentive District AIR-2a included in Volume 3 of this FEIR.

DEIR I20-003 This comment states that MM Incentive District AIR-2c through -2e create an ever increasing standard of performance duplicative in excess of state standards and without justification and should be deleted. This comment also states that if these measures are not deleted, then at a minimum the DEIR should only condition projects to exceed the current building code in effect at the time the EIR is adopted and are not required to comply with future unknowable

requirements as the Tier 1 standards are amended in the future in conjunction with further updates to the California Green Building Code and Title 24.

As discussed in Section 3.2, *Air Quality*, of the DEIR, it is not possible to accurately predict the increased level of energy efficiency associated with future updates to the Title 24 standards. While future updates to the currently existing 2016 Title 24 standards, including the 2016 California Green Building Standards, are expected, the effect of the future updates to the energy standards cannot be known at this time as such future standards have not yet been proposed for public consideration. After review of this comment, the City agrees with clarifying MM Incentive District AIR-2c, -2d, and -2e to use the Tier 1 performance standards at the time the EIR is adopted, (i.e., from the currently existing 2016 Title 24 standards, including the 2016 California Green Building Standards). These clarifications are shown below and are also incorporated into Volume 3 of this FEIR:

"**MM Incentive District AIR-2**

c. Promote the expanded use of renewable fuel and low-emission vehicles by including one or both of the following project components: preferential parking for ultra-low emission, zero-emission, and alternative-fuel vehicles; and/or electric vehicle supply equipment within the development that meets or exceeds the Tier 1 ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

d. Development projects shall be required to reduce energy consumption by designing buildings that meet or exceed the Tier 1 building energy budget ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.]

e. Development projects shall be required to reduce water consumption by installing water-efficient fixtures, appliances, toilets/urinals, and landscape irrigation systems that meet or exceed the Tier 1 ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to

meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance."

DEIR I20-004 This comment provides the conclusion to this comment letter and expresses continued support for the project. This comment does not raise any concern regarding the adequacy of the DEIR. The City appreciates this commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

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Refer To File #: 502507-0001

VIA E-MAIL AND U.S. MAIL

August 28, 2017

City of Oceanside
Engineering Division
c/o John Amberson, Transportation Planner
300 N. Coast Highway
Oceanside, CA 92054

JAmberson@ci.oceanside.ca.us

Re: Comments of Pacific Current Partners on Draft Environmental Impact Report ("DEIR") for Oceanside Coast Highway Corridor Study

Dear Mr. Amberson:

We have reviewed the Oceanside Coast Highway Corridor Study DEIR and are submitting our comments on the DEIR on behalf of PCP-Oceanside L.P., owners of Oceanside RV Park ("Owners"), which is located at 1510 S. Coast Highway in the City of Oceanside ("City"), in Segment 4 (Oceanside Boulevard to Morse Street) of the Complete Streets program and at the epicenter of the Coast Highway Incentive District ("Incentive District"). Although our clients would like to work with the City to further evaluate and comment on needed revisions to the project and ultimately support the City's efforts to improve the Coast Highway and implement the vision plan, we are concerned that the DEIR has failed to fully present and analyze the environmental impacts of the project in a legally adequate manner.

DEIR I21-1

We therefore submit the following initial comments[1] on behalf of Owners.

Coast Highway Complete Streets Program:

Project Description - Section 2.2.1 LCP Out of Date

DEIR I21-2

The proposed project is described as consisting of two components, the "Complete Streets" improvements and the Incentive District, which encompass an approximately 3.5 – mile-long segment of the Coast Highway corridor, with a width of 3-6 blocks, from Harbor Drive on the north to Eaton Street on the City's southern border.

[1] Owners will be further reviewing the DEIR and may comment both orally and/or in writing during the public hearing process, pursuant to Public Resources Code section 21177.

2.2.1 Existing General Plan and Local Coastal Program Land Use Designations

As described in this section of the Project Description, the project area is located entirely within the Coastal Zone of the City and therefore must comply with the provisions of the California Coastal Act (Pub. Resources Code, § 30000 et seq.) and the City's 1986 certified Local Coastal Program ("LCP"). As set forth below, the LCP land use designations and coastal zoning designations will supersede both General Plan and the City's zoning. The project's inconsistency with the LCP and key sections of the Coastal Act represent a fatal flaw as set forth herein. Moreover, the City's LCP is over 30 years old and cannot be relied on to predict the viability of the Project; the LCP must be updated and address the impacts of the proposed project – if the Project Description can be found to be consistent with the Coastal Act – on public access, visitor serving commercial uses, and circulation and parking for the substantial proposed increase in residential density.

DEIR I21-2

Project Description - Section 2.4.1 Complete Streets Improvements Omits Analysis of Current 2-Lane Segment 4 Pilot Project, and Project Objectives Conflict with Portion of Proposed Project

2.3 Project Objectives – Incentive District Conflicts with Complete Streets

Section 2.3 Project Objectives contains three goals and three sets of objectives, virtually all of which focus on the stated need to improve safety for all roadway users and to eliminate and/or reduce auto/pedestrian/bicyclist conflicts.

The addition of introduction of a continuous, striped bicycle lane, new mid-block pedestrian crossing opportunities (e.g., installation of HAWK or High Intensity Activated Crosswalks, RRFP technology or Rapid Rectangular Flashing Beacons, etc.) are key desirable safety features and key Project Objectives set forth in the DEIR. However, this technology has been available for many years and could be implemented, subject to funding through grants, or other regional, state or federal revenue sources independent of the Incentive District.

DEIR I21-3

It is unclear from the DEIR how the Incentive District will achieve the majority of the Project Objectives identified in DEIR Section 2.3, other than serving as a mechanism – through development exactions or "benefits" – for funding the Complete Streets portion of the Project Description.

The traffic and parking impacts from the Incentive District's high density residential and mixed-use commercial, however, will likely serve to simultaneously counteract the "street-calming" objectives of the street-oriented portion of the Project.

Inadequate and Improper Baseline

An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation ("NOP") is published. (CEQA Guidelines, section 15125.) While lead agencies have discretion to determine how existing physical conditions can most realistically be measured, and may use an historical baseline rather than a fluctuating one, here the "existing condition" at the time the NOP was issued essentially mirrors the proposed project's future Complete Streets, 2-lane condition.

DEIR I21-4

(*Communities for a Better Environment v. South Coast Air Quality Management District* (2010), 48 Cal 4th 310, 315.)

The Oceanside Corridor Study DEIR NOP was published on June 1, 2016. The DEIR ignores the fact that months prior to the issuance of the Coast Highway Corridor Study DEIR NOP, the City Council approved a plan to reduce a half-mile of Coast Highway in Segment 4 which includes Owner's Oceanside RV Park – from four (4) lanes to two (2). That plan was implemented and Segment 4 was physically reduced from four (4) lanes to two (2) lanes prior to issuance of the DEIR's NOP. Despite public input that the results of this Segment 4 lane reduction program should have been evaluated prior to preparation of the DEIR, the City not only ignored this existing condition in establishing the "baseline" for identification of environmental impacts, but utilized 2013 traffic count data in the DEIR's critical TIA (see pg. 13, Appendix F – Traffic Impact Analysis for the Coast Highway Corridor Study, Section 3.1 Traffic Count Data (IBI Group May 2017)).

DEIR I21-4

The DEIR released on July 14, 2017 states that "the 3.5 mile stretch of Coast Highway currently operates with four travel lanes" (pg. 2-10 Section 2.4.1 Complete Streets Improvements). However, Segment 4: Oceanside Boulevard to Morse Street has notably, since April 2016, been operating with two travel lanes as part of a pilot project. The City has over a year of traffic data and a critical opportunity to evaluate the environmental impacts of this demonstrably hazardous and dangerous[2] segment of Coast Highway.

Traffic Impact Analysis Based on Four Year Old Traffic Counts

Section 3.14 Traffic and Transportation, provides an assessment of potential environmental impacts related to traffic and transportation that could result from project implementation.

Unfortunately the DEIR's traffic study is based on traffic counts taken during the tail end of the economic recession. Peak hour intersection count data and 48-hour roadway segment volumes were collected at the selected intersections and roadway segments in the study area during August of 2013. While the Traffic Impact Analysis ("TIA" – DEIR Appendix F, IBI Group) states, in the face of this potentially flawed four (4) year old traffic data, that ". . . 2013 traffic counts are not anticipated to be considerably different compared to 2016 conditions as traffic is typically the highest during the summer months and thus captures a conservative representation of 2013 traffic conditions," the traffic data is nevertheless inherently suspect, since there has been significant growth and increase in jobs and tourism in the last four (4) years..

DEIR I21-5

The San Diego Association of Governments ("SANDAG") regional growth forecasts published in 2013 show 500,000 additional jobs and one million additional people in the San Diego region by 2050 (SANDAG Series 13: 2050 Regional Growth Forecast). The population growth is forecast to occur through a general intensification of existing land uses within urban communities and along key transportation corridors (e.g., Sprinter Corridors).

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[2] 12 year old Logan Lipton was struck and killed by a car while riding his bike to school on October 22, 2015. According to numerous City staff and media reports, the lane reduction program was in response to this and other major problems on Coast Highway

Additionally, from 2010 to 2015, tourism in Oceanside grew significantly, with hotel occupancy growing in the City and north coastal San Diego from 3-5% per year.[3] It is not credible to conduct a Traffic Impact Analysis based on traffic data obtained in 2013 at the tail end of the national recession, when traffic has demonstrably increased in the Coast Highway Corridor in the years since. The City should obtain additional traffic data in order to provide accurate estimates of levels of service at key intersections and on Coast Highway, especially in Segment 4.

DEIR I21-5

Proposed Complete Streets Project Network Implementation Timing Unclear and Funding Unidentified

The *Proposed Project Network* (pg. 3.14-14) describes the Complete Streets improvements occurring in a "phased implementation process throughout the corridor." This section then refers back to Chapter 2, Project Description, which contains a description of the four Complete Street segments. However, the DEIR in Section 2.5, Construction Progress and Timeline, provides no information on how and when these segments will be funded, designed and constructed, and identifies a 17-year construction timeline (Phase 1 "likely" in January 2018 and final phase in December 2035).

The Project must be accurate, stable and finite. (*County of Inyo v. City of Los Angeles* (1977), 71 Cal. App. 3d 185, 199.)

As stated above, in order to implement the proposed project, the City would also be required to process and adopt and secure approval from the California Coastal Commission of an LCP Amendment for the Incentive District which entails an LCP Amendment. It is not clear whether the LCP Amendment would need to address some or all of the proposed Complete Street improvements. However, if funding or dedications of land are only enabled by property owners opting in to the Incentive District's higher density mixed use incentives, and in turn providing open space, parking and other benefits, it is unrealistic to expect formal implementation of the Complete Streets program before 2019 or 2020.

DEIR I21-6

Project Objectives Conflict With Coast Highway Incentive District

As set forth in 5.2 Summary of the Proposed Project and Section 2.3 Project Objectives, the proposed project consists of two components, the Complete Streets and Incentive District projects. However, the majority of the Project Objectives focus on enhanced pedestrian and bicycle use, improved safety for bicyclists and pedestrians, reduced auto and pedestrian/bicycle conflicts, improving street walkability and traffic-calming.

An apparently expensive[4] but unfunded program of traffic signal removal and roundabout installation at 12 Coast Highway intersections, along with 10 mid-block crosswalks and additional traffic-calming measures and streetscape enhancements is simultaneously accompanied by the traffic-inducing Incentive District, which would increase from "existing"

DEIR I21-7

[3] See statistics from the San Diego Tourism Authority (SDTA) citing 2015 and 2016 as record-breaking years for San Diego regional tourism.

[4] No estimated cost.

(2013) condition by year 2035 in the following manner: multi-family residential units from 563 to 5,614 units, retail from 1.2 million sf to 2.9 million sf, and hotel rooms from 425 to 3,074.

This significant growth within the City of Oceanside, as well as growth in the San Diego region overall, may potentially provide funding "benefits" for the extensive traffic-calming measures within the Complete Streets portion of the Proposed Project, but the Incentive District's allowance of 50, 60 and 70 units per acre and mid- and high-rise mixed-use development may provide a funding mechanism for street-calming, but will potentially lead to a deterioration of traffic flow with foreseeable impacts on existing single family residential communities to the east and west of Coast Highway, as commuters, residents and tourists look for alternative routes to Interstate 5.

DEIR I21-7

Section 3.9 Land Use and Planning

While the consistency of the proposed project with the City's LCP is summarily and, in our opinion, insufficiently dealt with in Section 3.9 Land Use and Planning and Table 3.9-3 Consistency of Proposed Project with City of Oceanside Local Coastal Program, two glaring legal and policy defects exist at the outset of this DEIR sections conclusory analysis:

1. The City's LCP is over 30 years old and, consistent with section 30519.5 of the Coastal Act, should have been updated prior to this time. Section 30519.5 requires the Coastal Commission to review every certified LCP at least once every five years and the Commission's LCP Update Guide reiterates the legal requirement that LCPs need to be updated over time to remain effective, particularly given climate change and coastal policies applicable to the City's Coastal Zone adopted over the last 20-30 years.

DEIR I21-8

With respect to Segment 4 and the Oceanside to Morse Incentive District Node, and specifically the Loma Alta Creek and Slough area, within which Oceanside RV Park is located, potentially significant adverse impacts are insufficiently addressed in 3.5 Geology, Soils and Seismicity, and Section 3.8 Hydrology and Water Quality in the context of both general State requirements (AB 32, Governor's Executive Orders) and recent Coastal Commission SLR Policy Guidance requiring analysis of the impacts of Sea Level Rise on the project area.

The complete absence of Sea Level Rise analysis in the LCP Consistency section is not surprising, given that a 1986 LCP obviously contains no reference to Sea Level Rise policies. This omission illustrates the need for both a comprehensive LCP update and the need for the DEIR to be revised to address potential impacts to the project area through vulnerability analyses and more specific geotechnical studies in areas of erosion, liquefaction and 100-year flood inundation.

Local government is required, pursuant to AB 32 and numerous Executive Orders and State legislation, to address impacts from climate change, and, in the Coastal Zone the Commission will require both LCP updates and individual Coastal Development Permit ("CDP") applications (e.g., CDP applications for higher density mixed use projects in nodal areas such as the Sprinter node within which Oceanside RV Park is located, to address Sea Level Rises' effects on redevelopment. There is an overlap between the Commission's SLR Guidance document and the more mandatory requirements of Local Hazard Mitigation Plan, Climate

DEIR I21-9

Action Plans and the City's General Plan Safety Element, none of which is addressed in the DEIR.

DEIR I21-9

Project's Proposed Land Use Conflicts With LCP and Coastal Act

Numerous conflicts are identified in Section 3.9 Land Use and Planning, notwithstanding the DEIR's cursory and unsupportable findings of consistency in Table 3.9-3 *Consistency of Proposed Project with City of Oceanside Local Coastal Program*.

One significant conflict that impacts the Sprinter Node, which contains both Oceanside RV Park and Paradise-by-the-Sea RV Park, is the residential intensification associated with the Incentive District Zoning Overlay. Policy 2.76 of the City's LCP, consistent with Coastal Act section 30213, requires that *"Lower cost visitor and recreational facilities shall be protected, encouraged, and where possible, provided.* ***Developments providing public recreational opportunities are preferred.***"

DEIR Table 3.9-3 (top of pg. 3.9-19) states that "the intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area." However, the test of consistency with the City's existing LCP is a direct contradiction of both the LCP policy and Coastal Act section 30213, and therefore creates a potential significant adverse land use impact.

DEIR I21-10

As emphasized above in the excerpt from Coastal Act section 30213, "developments providing public recreational opportunities are preferred." Therefore, the City's "preference" for future land uses within the project area is in direct conflict with both the City's certified LCP and the Coastal Act. Section 3.9.3 Significance Criteria for Land Use and Planning Environmental Impacts, indicates that the project would result in a significant adverse impact related to land use and planning if it would:

1. Physically divide an established community;

2. Conflict with any application land use plan (including, but not limited to ... local coastal program or zoning ordinance).

While the Project does not physically divide the community, the clear conflict between the City's "preferred" high density residential mixed-use land uses within the Incentive District (including the Sprinter Node within which the Oceanside RV Park is located) and the current Coastal Dependent, Recreation and Visitor Serving Commercial (C-VC) which prioritizes transient accommodations such as hotels, motels, and RV parks, creates a significant adverse impact not addressed in the DEIR.

The impact analysis of Land Use and Planning **Issue 2 – would the proposed project conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?,** is fatally flawed because it assumes that an LCP Amendment will be successful, and that the Coastal Commission will allow up to 5,000 units of non-priority, high density residential

DEIR I21-11

and mixed-use residential in place of Coastal dependent, visitor serving commercial in all of the various nodes within the Incentive District.

DEIR I21-11

The significance determination on pg. 3.9-25 of the DEIR of "No impact" and "No mitigation measures required" is also incorrect.

For the above-referenced, and multiple other reasons, our client would advocate a potential compromise by strengthening the ability of visitor-serving commercial uses such as Oceanside RV Park to serve both tourists and transient/longer term RV Park visitors as well as low-income residents by providing a mix of short term and longer term stays within the Park. This is consistent with numerous other RV parks where the Coastal Commission has approved CDP conditions authorizing both mid- and long-term stays.

DEIR I21-12

Protection and encouragement of existing lower cost and visitor-serving and recreational facilities, such as our client's property along with alternative funding for traffic-calming and improved Coast Highway safety measures, may be a prudent alternative to Complete Streets with traffic-inducing high density in multiple nodes.

Sincerely,

John P. Erskine
of Nossaman LLP

JPE:dlf

Letter DEIR I21 Response

John P. Erskine August 28, 2017

DEIR I21-001 This introductory comment states that the Nossaman LLP is submitting the following comments on behalf of the owners of the Oceanside RV Park, which is located in the center of the proposed Incentive District. This comment also expresses concern that the DEIR has failed to fully present and analyze the environmental impacts of the project in a legally adequate manner. Because this comment does not specifically state how the analysis in the DEIR is insufficient in accordance with CEQA, no specific response is required. The City appreciates This commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this Final EIR for consideration by the City prior to making a final decision on the project.

DEIR I21-002 This comment states that project's inconsistency with the City's Local Coastal Plan (LCP) and key sections of the Coastal Act represent a fatal flaw in the DEIR. This comment also states that the City's LCP is over 30 years old and cannot be relied on to predict the viability of the project and recommends that the LCP be updated to address the impacts of the proposed project, in particular to address consistency with the Coastal Act on public access, visitor serving commercial uses and circulation and parking for the increase in density

In accordance with Appendix G of the state CEQA Guidelines, the DEIR analysis focuses on the potential project conflicts with policies or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The DEIR acknowledges that in order to implement the proposed project, the City would be required to process and adopt an LCP Amendment which would also require subsequent certification by the California Coastal Commission (CCC). The amendments include amending text pertaining to the General Commercial, Coastal Dependent, Recreational &Visitor Serving Commercial, Light Industrial and Residential High Density land use classifications to ensure consistency with the intent and objectives of the Coast Highway Vision and Strategic Plan and the Incentive District. The impact discussion within the DEIR contains a review of consistency with the General Plan and LCP and as part of that review explains, where applicable, why it would be reasonable to conclude that the LCP could be amended to allow for the project.

The standard for review of an LCP amendment is consistency with and adequately carrying out the Chapter 3 policies of the California Coastal Act. Coastal Act consistency will be made by the CCC at the time the LCP amendment is reviewed. Adherence to the applicable LCP amendment process ensures that that the project would not result in conflicts with the LCP or Coastal

Act policies. Notwithstanding the above, recognizing that the Coastal Act is the standard of review for an LCP amendment proposal, a preliminary review of project consistency with Coastal Act policies has been included in Appendix V1.A. The review presents the text of the various Coastal Act resource protection policies assumed to be relevant, discussions of the Project's potential to conflict with said policies, and determinations of conformity. The policy analysis presented in Appendix V1.A covers the range of coastal resource policy issues raised by the Commenter as warranting consideration in the LCP update. The review does not reveal any conflicts with Coastal Act policies.

In addition, it is noted that the City is in the process of a comprehensive update to the LCP separate from the Coast Highway Corridor Study project. The comprehensive update is being undertaken in recognition of the age of the LCP and the need to both acknowledge progress in achieving Coastal Act goals and address ongoing and emergent issues occasioned by changing physical conditions and evolving policies and regulations, including new information about climate change and coastal hazards. Since the original certification of the City's LCP in 1986, additional plans have been prepared within the Coastal Zone to guide development, including the Coast Highway Vision and Strategic Plan which the proposed project is intended to implement. Please also refer to the responses to comment letter DEIR A4: California Coastal Commission (CCC) which address comments regarding public access, visitor serving commercial uses and parking.

DEIR I21-003 This comment states that it is unclear in the DEIR how the Incentive District would achieve the Project Objectives, other than serving as a mechanism, through development exactions or benefits, for funding the Complete Streets portion of the project. This comment also states that the traffic and parking impacts from the Incentive District will likely counteract the street-calming objectives of the Complete Streets improvements. This commenter incorrectly states that the Incentive District development exactions or benefits would fund the Complete Streets improvements portion of the project. Section 2.5 of Chapter 2, *Project Description*, of the DEIR states the Complete Streets improvements would be constructed based on available City funding and would be accomplished in phases. Furthermore, as stated above in response DEIR I10-009, the City explains the various funding sources that could aid in funding the Complete Streets improvements, which does not include fees collected from the Incentive District.

The DEIR clearly states the Project Objectives on page 2-9, which includes Goal 3 and associated objectives which pertain to the Incentive District, as shown below:

> *"**Goal 3:** Facilitate implementation of the Coast Highway Vision and Strategic Plan.*

***Objectives**:*

- *Encourage redevelopment and continued investment within the Incentive District by providing development incentives in exchange for community benefits to enhance and revitalize the project area*
- *Increase on-street parking supply corridor-wide to support new land uses*
- *Foster a built environment along Coast Highway that includes:*
  - *Streets and spaces that are pedestrian-scale and pleasurable to walk within*
  - *Architecture that announces gateways, key intersections, and public spaces*
  - *A consistent street frontage throughout the nodes*
  - *Building architecture that is high quality and provides variation and diversity"*

Also, the purpose of the Incentive District is included in Chapter 2, *Project Description,* of the DEIR on page 2-19, which states:

> *"The City prepared the Vision Plan and the City Council voted to accept the Vision Plan in 2009 to serve as an advisory document to help guide future development within the Coast Highway corridor. The concept of the Incentive District was inspired by the Vision Plan, which served as a guidance document, along with the City's General Plan, during the development of the Incentive District.*
>
> *The primary purpose of the Incentive District is to encourage redevelopment and revitalization of the Coast Highway corridor through land use regulations, design and development criteria, and development incentives that will encourage sustainable, high-quality development. Consistent with the overall ideas within the Vision Plan, the Incentive District would establish regulations intended to:*
>
> 1. *Incent redevelopment and revitalization of the Incentive District by streamlining the development review process and providing development incentives.*
> 2. *Encourage sustainable, high-quality development consistent with the intent and objectives articulated in the Coast Highway Vision and Strategic Plan.*
> 3. *Create distinct pedestrian-oriented subareas, including:*

a) Urbane mixed-use nodal areas featuring relatively intense commercial land use and residential density; development in these nodal areas will generally be taller and more street-adjacent than development in other subareas; commercial uses, including visitor-serving businesses, will provide a wide range of employment opportunities.

b) Commercial Villages featuring neighborhood-serving commercial uses in a suburban main street setting; these villages also allow for mixed-use development, consistent with underlying zoning standards.

c) Transitional Avenue segments featuring a combination of mixed-use, standalone commercial, and standalone residential development with generally less land use intensity and residential density relative to nodal areas; providing for auto-related uses, these segments are characterized by more expansive setbacks and landscaping.

1. Promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms."

As shown above, the Project Description clear demonstrates how the regulations of the Incentive District would be consistent with the Project Objectives, specifically Goal 3 and associated objectives. Furthermore, in accordance with Appendix G of the state CEQA Guidelines, the DEIR analysis focuses on the potential environmental impacts associated with implementation of the project and incorporates mitigation measures, as necessary, to reduce significant environmental impacts to the lowest extent possible. For a response to the traffic and parking impacts of the project, please refer to responses to comments DEIR I17-002 and DEIR I7-008.

DEIR I21-004 This comment states that the DEIR uses the incorrect baseline for existing conditions as the pilot project is not accounted for in the existing conditions and states that the data from the pilot project should have been incorporated into the DEIR. The Traffic Impact Analysis (TIA) (2017) and the revised TIA (2018) do not specifically analyze current traffic conditions for the City's pilot project in place between Oceanside Boulevard and Morse Street as it is not a component under the proposed project. The City has conducted a separate traffic analysis for the pilot project and is conducting separate review and monitoring of traffic conditions during the pilot project installation. Furthermore, per CEQA Guidelines, the TIA (2017) and revised TIA (2018) analyze the existing condition for traffic conditions within the study corridor. The lane narrowing pilot project noted in this comment is a temporary pilot project, and as such is not appropriate for use as the existing condition for CEQA analysis. Therefore, the existing condition baseline established in the DEIR is adequate.

DEIR I21-005 This comment states that the traffic counts used in the TIA (2017) for the DEIR are too outdated for use in the traffic analysis as they were collected at the end of the recession and do not account for the increase in population or tourism in the City. As stated in the TIA prepared for the DEIR (IBI 2017), the TIA analyzed traffic conditions during the weekday AM and PM peak hours, using traffic counts obtained during the peak summer season as traffic is typically the highest during the summer months and thus captures a conservative representation of traffic conditions. This approach is consistent with the City of Oceanside's traffic study guidelines, which does not recommend the analysis of traffic conditions during a holiday or weekend event for traffic impact studies.

The analysis of future traffic conditions for the Future Year 2035 is based on traffic forecasts prepared using the San Diego Association of Governments (SANDAG) regional travel demand model. This travel demand model incorporates anticipated regional and local growth in population and employment for Oceanside and San Diego County as forecast by SANDAG and consistent with the Regional Transportation Plan (RTP). The existing conditions traffic counts do not factor into the future conditions analysis due to the use of the SANDAG regional travel demand model, so the timing of the traffic counts does not impact the future conditions analysis presented in the TIA and DEIR. Furthermore, since the SANDAG regional travel demand model forecasts higher baseline traffic volumes for the Future Year 2035 analysis than the existing condition traffic counts collected, the future traffic volume forecasts are anticipated to be substantially higher than existing traffic counts that would have been taken between 2013 and 2016. As shown in the TIA (2017) and DEIR, the Future Year 2035 analysis also identifies a greater number of significant traffic impacts than does the Existing Conditions analysis. Due to a three-year difference between 2013 and 2016, it would not be anticipated that an analysis conducted using 2016 traffic volumes would result in more significant impacts than what is currently identified in the DEIR.

In addition, new traffic counts for the Caltrans interchanges were taken in March 2018 during the AM and PM peak hours as part of the revised TIA (2018) prepared for the PRDEIR. The updated traffic analysis presented in the revised TIA (2018) and the PRDEIR includes both the 2013 and 2018 traffic counts to determine the project's traffic impacts.

DEIR I21-006 This comment states that the DEIR lacks clear information on the funding of the Complete Streets improvements and incorrectly states that projects implemented under the Incentive District would fund the Complete Streets improvements. Please refer to response DEIR I10-009 for a response to this comment.

DEIR I21-007 This comment claims that project conflicts with the Project Objectives and opposes the increased density allowed under the Incentive District because this commenter incorrectly believes that the Incentive District will be funding the

Complete Streets improvements. Please refer to responses DEIR I21-003 and DEIR I10-009 for a response to this comment.

DEIR I21-008 This comment states that the City's LCP should have been updated prior to this time consistent with Section 30519.5 of the Coastal Act. This comment also states that Section 30519.5 requires the CCC to review every certified LCP at least once every five years and the Commission's LCP Update Guide reiterates the legal requirement that LCPs need to be updated over time to remain effective, particularly given climate change and coastal policies applicable to the City's Coastal Zone that have been adopted over the last 20-30 years. The commenter is correct that Section 30519.5 is a directive to the CCC to review certified LCPs and determine their conformity with Coastal Act policies, with a recommendation that it be done at least once every five years. It is the CCC's responsibility in accordance with this code section to identify and make recommendations of any corrective actions that should be taken by the local jurisdiction. The City of Oceanside has not received any recommended corrective actions from the CCC pursuant to this code section. Please also refer to response to comment DEIR I21-002 which addresses the proposed LCP amendments.

DEIR I21-009 This comment states that the DEIR insufficiently analyzes geology and soils and hydrology and water quality in the context of both state requirements and the CCC SLR Policy Guidance requiring analysis of impacts of sea level rise. Please refer to response to comment DEIR I21-002

DEIR I21-010 This comment states that the land uses proposed under the project conflict with the LCP and the Coastal Act. Please refer to response to comment DEIR I21-002.

DEIR I21-011 This comment states that the impact analysis of Land Use and Planning is fatally flawed because it assumes that an LCP Amendment will be successful, and that the Coastal Commission will allow up to 5,000 units of non-priority, high density residential and mixed-use in place of coastal dependent, visitor serving commercial in all of the various nodes within the Incentive District.

The impact analysis acknowledges that in order to implement the proposed project, the City would be required to process and adopt an LCP Amendment, which would also require certification by the CCC. However, it is incorrect to state that the impact analysis assumes that an LCP Amendment will be successful. As stated in response to comment DEIR I21-002, the standard for review of an LCP amendment is consistency with policies in the Coastal Act. Coastal Act consistency will be made by the CCC at the time the LCP amendment is reviewed.

This commenter's statement that the "Coastal Commission will allow 5,000 units of non-priority, high density residential and mixed-use in place of coastal dependent, visitor serving commercial in all of the various nodes within the Incentive District" is not an accurate description of proposed development

allowances under the Incentive District. Please refer to responses to comments to DEIR A4-010 and DEIR A4-011, which respond to CCC comments regarding comparisons of projected development and support for developing a better balance of land uses across the project study area. This comment also states that the significance determination on page 3.9-25 of the DEIR is also incorrect, but does not provide a reason. Therefore, no further response is required.

DEIR I21-012 This comment provides a conclusion to this comment letter. This comment does not raise any issue concerning the adequacy of the DEIR. The City appreciates This commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this Final EIR for consideration by the City prior to making a final decision on the project.

DATE: August 28, 2017

TO: TWIMC

FROM: CM Rocco

RE: CHVP Draft EIR
Public Safety & Emergency Services

The EIR does not sufficiently study or mitigate fire and public safety scenarios & impacts related to both the Complete Streets Project and the Developer Overlay.

For example, the increased building heights in the downtown area are already a danger to the public due to the lack of a ladder truck at fire station 1. Existing development requires a ladder truck of which there is none within reasonable proximity, coupled with existing poor response times in general. A parcel of land has not even been secured to place a ladder truck on or near Pier View Way to mitigate even the existing building height and density scenario.

Pre-project conditions already experience poor response times. Should one existing multistory building be subject to an emergency, the public is currently not properly served by outlying stations with a ladder truck in terms of response time or sufficient services.

There is not even funding secured in the 2016-2017 budget to relocate Fire Station 1, retrofit the existing station, secure a ladder truck, nor secure a parcel near Pier View to park the ladder truck when not in use.

This is testimony to the fact that we are not prepared to even properly service our existing downtown area with the entire nine block plan not even being built out let alone a corridor build out.

Therefore there is no way that the draft EIR even marginally addresses potential emergency, fire and public safety issues.

DEIR I22-1

It should also be noted that the complete street roundabouts have not been sufficiently studied related to both use and response times related to emergency services. This includes in terms of individual structure maneuverability and cumulative impacts during peak emergency scenarios from fires to natural disasters. The circulation element does not explore the plausible scenarios that could occur in a maximum build scenario.

DEIR I22-2

Current public safety capital assets & infrastructure do not safely support existing conditions and there is insufficient study of all impacts related to a full build out. For example, if the entire Overlay was built to maximum height, how will the city provide emergency services to 400 acres of 4-6 story buildings which may be in

DEIR I22-3

terms of, for example, fire safety, natural disaster preparedness and evacuation response, and the City's ability to provide residents and visitors even the most basic of medical emergency services.

DEIR I22-3

This EIR fails as being complete because it also postpones various feasibility studies and defers to issues being mitigated because they are either due to economic constraints or are said to occur with or without the project, or are not being mitigated now so makes it ok as a status quo. These answers are not acceptable when dealing in terms of loss of life and or property.

DEIR I22-4

This EIR fails to study & properly address future condition scenarios leading up to and including a maximum build scenario. A maximum build would assume that 100% of acreage that is along the corridor and within all possibly expanded Overlay boundaries were constructed to maximum height and density. Without studying various levels of percentage build out there is no way to effectively mitigate any safety issues.

DEIR I22-5

When the complete streets and overlay district fail to provide a base level of safety in terms of loss of life and property, then the projects fail. It would behoove us to study the two project aspects independently and then in terms of a cumulative project.

DEIR I22-6

DATE: August 28, 2017

TO: TWITMC

FROM: CM Rocco

RE: CHVP Draft EIR
Project segment Oceanside Blvd south to the BV Lagoon

The Draft EIR is seriously flawed. The entire project study area referenced has only been studied using "as is" road conditions and 2035 SANDAG models which DO NOT INCLUDE ANY POSSIBLE ROAD CONFIGURATION IMPACTS from both the 5/78 Interchange project AND the 5 Corridor widening project.

This means that the EIR fails in terms of all areas of study from traffic, parking, public services etc. for both key aspects: Complete Streets and Developer Overlay and land use changes.

The consultants and planning were informed by me during multiple workshops that these two major projects were not being considered. The South O area is designated as being the most heavily impacted in terms of the overlay as compared to the rest of the Coast Highway.

The public impacts are magnified and having attended the public workshops for both major projects, there were multiple scenarios mentioned by Caltrans which included closing Vista Way, closing the Cassidy Street and California Street ramps etc.. South O is landlocked and does not support any additional inorganic development density.

DEIR I22-7

Parking Management Strategy:

The draft EIR does not properly study all safety, parking, parks and recreation and public services impacts from intensified development in this segment coupled with or without a road diet.

Differing scenarios have not been thoroughly studied: there is no maximum buildout assessment of impacts nor maximum buildout assessment of cumulative impacts.

For example, if every development decided to not include commercial space what would the economic impacts be on the merchants and neighborhood.

For example, if every development chose to do fees in lieu on every potential acre, there would be no parking, no public space, the Beach and parks would be under stress especially with the added inorganic density growth.

DEIR I22-8

The Draft EIR does not study **climate changes impacts** in the Sprinter Node/dip area. There is no reference to the Climate Change Development Guidelines established by the CA Coastal Commission being taken into consideration. The dip is home to a federally endangered water body, a 100 and 500 year flood zone and a public beach that is contaminated and cannot even serve the existing population. The entire subject area requires much further study and should not be considered part of the Overlay study.

DEIR I22-9

Public Benefits are ill-defined in the EIR and again build out scenarios and various population level changes have not been sufficiently studied. Again, if all benefits are paid in fees in lieu, this negatively impacts South O elementary, all residential on street parking etc

DEIR I22-10

Parking Strategy: not fully studied. For example, if shared parking strategy is used to accommodate parking for a new development, what happens when the lot that provided the shared parking is then developed? The reduced requirements and various strategies in the EIR to not properly mitigate the dramatic potential loss in parking

DEIR I22-11

According to the code this
The traffic study and the parking studies are flawed as is. The immediate homes abutting or in the coastal zone ca and reduced services. South O is not a Node related to transportation. It cannot be rezoned itself are NOT

DEIR I22-12

DATE: August 28, 2017

TO: TWIMC

FROM: CM Rocco

RE: CHVP Draft EIR

The draft EIR for the CHVP fails to properly present all viable project alternatives to the public for easy review and fails to distinguish the full environmental impacts of the cumulative effects of the entire project: Complete Streets & Developer Incentive Overlay District.

The four alternatives described in the EIR are as follows:

1. No Project Alternative: No complete streets, No Incentive District
2. Alternative 1: 4 lanes Oceanside Blvd to Vista Way + Incentive District
3. Alternative 2: 4 lanes Morse St to Vista Way + Incentive District
4. Alternative 3: Complete Street entire Coast Highway, No Incentive District

This EIR fails to clearly present and analyze all possible alternatives by omitting 3 other possible alternatives. The three alternatives that should be included and fully presented for analysis are:

DEIR I22-13

- Incentive Overlay Only, no Complete Streets
- 4 lanes Oceanside Blvd to Vista Way, No Incentive District
- 4 lanes Morse St to Vista Way, No Incentive District

On March 28, 2017, the city council was clear in identifying 4 alternatives to study, all of them defined specifically in terms of road design, NOT dovetailed with an Incentive District as a component. The Complete Streets project (aka road diet) being comingled with the Overlay Land Use has caused confusion. The average resident is responding to the EIR in a somewhat biased fashion by having to accepting the Zoning Overlay as a part of the CHVP alternative of choice by default when the underlying decision is really being based on road design.

From a public review perspective, the draft EIR makes it extremely difficult to separate the Complete Streets portion from the Incentive Overlay portion. In order to ensure that the Incentive District is fully understood and all impacts are identified and mitigated, it must be presented as a stand alone alternative within the EIR. Only then can it be combined and presented in a cumulative fashion that is more easily understood.

DEIR I22-14

To have dovetailed the developer incentive overlay in as a part of the project alternatives related to road design has misguided the general public to a degree as to most this is an issue of single or double lanes, bike lanes and roundabouts, not the land use changes.

I think it would be prudent to study the impacts directly related to the Incentive Overlay alone be presented and then analyzed with the road design alternatives for a cumulative analysis. 7 total alternatives should be presented in the EIR.

DEIR I22-14

....

In addition, the Incentive Overlay covers a land area that is much more expansive than the Complete Street segments. The EIR study fails to provide both quantitative and qualitative measurements of what a potential full coastal district build out impacts are under varying scenarios. The entire zone and code amendments portion of this draft EIR does not provide any substantial data on the impacts of land use choices, the probability of certain choices and absolutely no check and balance system to ensure that worst case scenarios do not occur.

For example, if all projects are streamlined and there is no public process, what happens if every developer pays into in lieu funds for parking or for public benefit? What if a project used shared parking as a strategy and then the lot that was for shared parking gets developed and no parking is provided because of fees paid in lieu or because it is senior or SRO housing?

Such comprehensive zone changes, without oversight and loose fee usage could severely deteriorate the livability of the coastal zone residents. The coastal zone could fail economically once you eliminate due process. The code and land use amendments carry much more weight to them in the ability to negatively impact the surrounding resident and visitor experience. The matrix of options has to be more fully analyzed and the scenarios must be made fully transparent in the EIR so that we can make sure that the changes are in the best interest of the city, residents and visitors alike.

DEIR I22-15

Letter DEIR I22 Response

CM Rocco August 28, 2017

DEIR I22-001 This comment generally states that the EIR does not sufficiently study or mitigate fire and public safety scenarios and impacts. While this commenter provides this general assertion, it is important to note that not all affects to public services are considered environmental effects as defined by CEQA. Under CEQA's definition of environmental impacts, increases in demands on public facilities, services, and utilities that could result from a project are not environmental impacts that must be evaluated (*City of Hayward v Board of Trustees of Cal. State Univ. (2015) 242 CA 4th 833, Section 6.36*). The conclusion of the DEIR is that the proposed project would not cause an environmental impact related to the provision of public services to the study area.

This comment states that the increased building heights in the downtown already cause a danger to the public in this commenters opinion. This type of concern is not an environmental issue. As well, when emergencies necessitate a ladder truck, support can be provided from Fire Station 7 (3350 Mission Avenue), Fire Station 6 (894 N. Santa Fe Avenue), or from within the city of Carlsbad and/or Camp Pendleton, as is the current condition. The delay in arrival of a ladder truck from a station farther away would continue to create less than optimal response times, but is an acceptable response time and service condition.

The DEIR addresses the City's current plans for fire stations/facilities beginning on page 3.12-8:

> "*While the City is planning on providing a location and structure/station for a ladder truck in greater proximity to the downtown area, the specific location, timing, and nature of this additional facility is not known at this time. While consideration of the environmental effects of these future safety facilities within the city would be speculative and is not within the scope of this CEQA document, the environmental effects of the future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed in the future by the City of Oceanside.*
>
> *Because the current city facilities can serve the anticipated new population that could result with implementation of the Incentive District and within the downtown area from the existing stations and structures within the city, there is not a need for construction of a specific facility directly related to adoption of the Incentive District. For this reason, the project would not result in environmental impacts associated with the construction of new public safety facilities."*

While the City does strive to maintain certain response times, it is not unusual for a City to not always attain the response time targets. This commenter states that the City does not have sufficient ladder trucks near enough the studied area. While it is true that the City has identified that a ladder truck housed closer to the downtown area would improve response times, it is not correct that the City does not have sufficient ladder trucks to serve the downtown. Rather, the primary reason the Fire Department is not meeting targeted responses times is because of high incident volume for Fire Stations 1 and 2 and that the high incident volume creates delays for second unit responses coming from other City of Oceanside fire stations (see bottom of page 3.12-1 of the DEIR).

DEIR I22-002 This comment states that the Complete Streets improvements have not sufficiently evaluated to determined impacts to emergency services response times. As noted above in Response I22-001, increases in demands on public facilities and services are not environmental impacts that need to be evaluated in an EIR. In addition, the City of Oceanside Fire Department did examine of the adequacy of the roundabout design to emergency vehicles that would be anticipated to use Coast Highway. The Oceanside Fire and Transportation Engineering departments have conducted real world street level tests of roundabout maneuvering with the longest fire vehicle in the fleet. Furthermore, each roundabout design, including the future designs for the Oceanside Coast Highway Corridor project should it move forward, would be evaluated individually during the design phase. Roundabouts in concept are not a cause for concern for the Oceanside Fire Department.[7]

The Fire Department would also continue to be part of the design process of the Complete Streets to ensure that the lane reduction and new roundabouts would accommodate large fire engines and response times for emergency services. The Fire Department has been working with the City as part of the project's steering committee and has provided input in the design to ensure U-turns and mid-block turning over medians would be possible. Using their input, Coast Highway's design allows for heavy vehicle radii for turning left and making U-turns. The roundabouts would be constructed to allow semi-trucks, waste-management trucks, and fire truck access. In addition, Coast Highway's center median would be constructed with low curbs to allow left turning access to fire trucks and police vehicles mid-block. These preliminary designs would be further advanced as part of subsequent design phases.

The comment also states that the circulation element does not explore the plausible scenarios that could occur in a maximum build scenario. It is not clear whether this statement is regarding the DEIR or the City's General Plan, which includes a Circulation Element. The responses contained herein are limited to the adequacy of the EIR on the proposed Oceanside Coast Highway Corridor Study,

7 Email communication with David Parsons, Fire Captain at the Oceanside Fire Department, November 22, 2017.

so comments related to the City's Circulation Element are not addressed. If the comment is suggestion that a maximum build scenario should be included in the traffic and other environmental analyses contained in the EIR, it should be clarified that CEQA does not require assessment of a maximum build scenario. Due to regulatory constraints, physical constraints, and foreseeable market conditions, realization of this scenario is not reasonably foreseeable and is highly unlikely.

Given the highly unlikely and speculative nature that a maximum build scenario would occur within the project area, this scenario was determined to be inappropriate for inclusion in the EIR. Furthermore, this commenter does not provide any substantiation of the opinion that the projections contained in the DEIR are unreasonable. An EIR only need analyze reasonably foreseeable growth effects of a project but not speculative effects. The growth forecast to 2035 is a reasonable growth projection, as is contained and analyzed in the technical analyses contained in the EIR.

DEIR I22-003 This comment expresses concern regarding the City's ability to provide fire safety, natural disaster preparedness and evacuation response but does not provide specific evidence or any substantiation to support these concerns. For this reason, a specific response is not provided. In addition, it should again be noted that an increase in demands on public facilities and services are not environmental impacts that need to be evaluated in an EIR.

DEIR I22-004 This comment expresses that the postpones feasibility studies and defers issues being mitigated because of economic constraints or because they are existing conditions, and raises concerns about the adequacy of the DEIR. However, the comment does not provide a specific reference to a particular impact, analysis, or mitigation measure(s). The City has considered this comment and the analysis contained in the EIR and concludes that the analysis and mitigation measures are appropriate for the type of analysis required in a joint program- and project-level EIR in accordance with the CEQA Guidelines. A joint program- and project-level EIR was determined to be the appropriate CEQA document for the proposed project since the Incentive District would result in issuance of a set of regulations that could be applied to future development in the project area (programmatic), and changes to the configuration and design of Coast Highway have been specified at a level of detail that allows for a more specific project-focused review. Subsequent activities and components of the project must be compared to this EIR to determine whether additional environmental documentation is required.

The EIR is as specific as possible regarding both the Complete Streets improvements and Incentive District project components and it is anticipated that the majority of the project would not require additional environmental review as project-level analysis is provided in this EIR. Future development and

redevelopment projects that might occur within the Incentive District would be required to undergo the City's development review process, where the City would determine if a project is consistent with this EIR pursuant to CEQA requirements. Where specified in this EIR, future development and redevelopment projects would be required to implement all applicable mitigation measures. Once the City has determined a project has demonstrated compliance with this EIR, no subsequent actions would be necessary to fulfill the requirements of CEQA. Therefore, due to the program- and project-level nature of the EIR, the analysis does not defer mitigation but rather imposes mitigation on subsequent projects implemented under the project in accordance with this EIR.

DEIR I22-005 This comment states that the EIR fails to study and properly address future condition scenarios leading up to and including a maximum build scenario. The DEIR properly examines traffic and other impacts based on a projection method which is used to address the anticipated future condition with implementation of the project. Page 2-22 of the DEIR summarizes the projections that are used in association with the Project Description, including Table 2-1, which summarizes the anticipated land use development that could occur with adoption of the Incentive District through the year 2035. The new development anticipated under the Incentive District would be consistent with the growth and development potential under the City's existing General Plan land use regulations and could occur under current conditions. However, it is expected that with implementation of the Incentive District, development might be encouraged such that growth and/or new land uses could occur more quickly than under current conditions. Potential anticipated growth is studied in the EIR through the year 2035. CEQA does not require assessment of a maximum build scenario, as this comment asserts. Due to regulatory constraints, physical constraints, and foreseeable market conditions, realization of this scenario is not reasonably foreseeable and is highly unlikely.

Given the highly unlikely and speculative nature that a maximum build scenario would occur within the project area, this scenario was determined to be inappropriate for inclusion in the EIR. Furthermore, this commenter does not provide any substantiation of the opinion that the projections contained in the DEIR are unreasonable. An EIR only need analyze reasonably foreseeable growth effects of a project but not speculative effects. The growth forecast to 2035 is a reasonable growth projection.

DEIR I22-006 This comment addresses concerns regarding safety in regards to the project and recommends the two aspects of the project be studied separately. The two aspects of the project, Complete Streets Improvements and the Incentive District, are analyzed in Chapter 3.7, *Hazards and Hazardous Materials*, of the EIR. The EIR concludes Complete Streets Improvements,

> *"would not create a significant hazard to the public or the environment, and impacts would be less than significant. No mitigation measures would be required" (DEIR 3.7-17).*

Additionally, the EIR concludes the Incentive District,

> *"[f]or projects that would disturb 1 acre or more at a time, the project would be required to comply with the Construction General Permit. This requires preparation and implementation of a site-specific SWPPP, which would contain BMPs to prevent pollutants (including sediment and hazardous materials) from leaving the site in runoff. Nevertheless, the potential for contaminated soil and soil vapor to be encountered and released into the environment during project construction would be considered a significant impact. Because the timing of the future Incentive District projects is unknown, it is also unknown whether the contaminated sites listed above would be remediated by then. For this reason, this would be a potentially significant impact of the projects implemented under the Incentive District (DEIR pg. 3.7-18).*

No revision to the EIR is required in response to this comment.

DEIR I22-007 This comment states that the traffic analysis is flawed as it analyzes "as is" conditions where the SANDAG model doesn't account for the possible road configuration impacts associated with the Vista Way/SR-78 & I-5 Interchange Project and the I-5 Corridor Widening Project. Based on comments received by Caltrans stating that as 2018 there is no funding for the improvements of the Vista Way/SR 78 & 1-5 Interchange Project, the TIA (2017) contained in the DEIR was updated to remodel the project without these improvements using the existing configuration of the Vista Way/SR 78 & 1-5 interchange (refer to the revised TIA (2018) prepared for the PRDEIR). The City coordinated with Caltrans to include the appropriate Year 2035 conditions for I-5 and the interchanges located within Oceanside.

The revised TIA (2018) prepared for the PRDEIR provides a re-evaluation of all traffic scenarios without implementation of the future improvements to the Vista Way/SR-78 & I-5 Interchange. The results of the new analysis are in Section 3.14, *Transportation and Traffic*, and in the appendices of the PRDEIR.

DEIR I22-008 This comment states that the DEIR fails to analyze safety, parking, parks and recreation and public services impacts from intensified development and does not include a maximum buildout analysis. This comment does not provide specific evidence or any substantiation to support these claims as to how the DEIR fails to analyze these environmental topic areas. For this reason, a specific response is not provided. This comment states again that differing scenarios have not been thoroughly studies and that there is no maximum buildout assessment. Please

refer to response DEIR I22-005 for a response to this comment, including why a maximum buildout analysis is not required.

In addition, this comment questions what the economic impacts would be on the merchants and neighborhood if every future development under the Incentive District decide to not include commercial space. As discussed in response DEIR I18-002, Section 15131 states that while economic impacts are part of understanding the significance of a proposed change, the focus of the analysis should be on the physical changes to the environment. Therefore, if the economic impacts of a project do not result in a physical change to the environment, those economic impacts are outside the scope of the environmental analysis required in the EIR per CEQA Guidelines. For this reason, an economic analysis is not included in the EIR for the project. However, this comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I22-009 This comment includes specific concerns related to climate change and the adequacy of the DEIR in light of these concerns. Specifically, the comment implies that the DEIR should address climate change impacts that could affect the Sprinter Node/dip area.

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* ruled that CEQA concerns only the effects of a project on the environment and not the effects of the environment on the project. In its decision, the California Supreme Court cited to four Court of Appeal decisions in support of its position: *Baird v. County of Contra Costa* (1995) 32 Cal.App.4th 1464; *City of Long Beach v. Los Angeles Unified School Dist.* (2009) 176 Cal.App.4th 889; *South Orange County Wastewater Authority v. City of Dana Point* (2011) 196 Cal.App.4th 1604; and *Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455.

These four cases held that CEQA does not generally require an agency to analyze how existing hazards or conditions might impact a project's users or residents. Specifically, in *Ballona Wetlands Land Trust v. City of Los Angeles*, the court found that identifying the effects on a project and its users of locating the project in a particular environmental setting is inconsistent with and unauthorized under CEQA. An exemption to the court's finding is in the case of a project impacting the physical environment, such as by causing a diversion of floodwaters due to new construction.

As discussed in Section 3.8, *Hydrology and Water Quality*, of the DEIR, the project would have a less than significant impact with respect to substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project would also have a less than significant impact with

respect to placing housing within a 100-year flood hazard area, placing structures within a 100-year flood hazard area that would impede or redirect flood flows, or exposing people or structures to a significant risk of loss, injury or death involving flooding. Therefore, the effect of potential sea level on the project is not required to be evaluated in this EIR.

The CCC adopted the Sea Level Rise Policy Guidance on August 12, 2015. An internet search of California Coast Commission documents did not find a document titled Climate Change Development Guidelines. It is presumed that this commenter's reference to the Climate Change Development Guidelines is in fact referring to the Sea Level Rise Policy Guidance. The Sea Level Rise Policy Guidance states that the document "is advisory and does not alter or supersede existing legal requirements, such as the policies of the Coastal Act and certified LCPs." Given the court rulings and the findings of the DEIR as discussed above, an analysis regarding the Sea Level Rise Policy Guidance is not required in the EIR.

As shown in Figure 2-2 and Figure 2-3 of Chapter 2*, Project Description*, of the DEIR, the Complete Street Improvements and the Incentive District do not include public beaches. Therefore, the public beach referenced in this comment is not required to be evaluated in this EIR.

DEIR I22-010 This comment states that public benefits are not well defined in the EIR. It is not a requirement of CEQA that the analysis consider the benefits of the project. As well, this comment states that various population levels should be more thoroughly studied and implies that the DEIR should include a buildout scenario. Please refer to response DEIR I22-005 for a response on why a maximum buildout analysis is not required. Please refer to response DEIR I4-002 for a response on the analysis conducted for population growth in the DEIR.

DEIR I22-011 This comment states that parking was not adequately analyzed in the DEIR. Please refer to response DEIR I4-007 for a response on impacts to parking.

DEIR I22-012 This comment states the traffic and parking study are flawed as is and that South Oceanside is not a Node related to transportation and cannot be rezoned. This comment does not provide specific evidence or any substantiation to support these claims as to how the DEIR fails to analyze traffic. For this reason, a specific response is not provided.

DEIR I22-013 This comment states that the DEIR fails to properly present all viable project alternatives to the public for review and fails to distinguish the full environmental impacts of the cumulative effects of the entire project. Please refer to response DEIR I19-002 for a response to the range of alternatives required to be studies in the EIR in accordance with CEQA. Please refer to response DEIR I10-008 for the response to the cumulative impact analysis in the DEIR.

DEIR I22-014 This comment states that the Incentive District should be separated from the Complete Streets improvements and be included as a standalone alternative in the EIR. The Incentive District is proposed as part of the project and therefore is analyzed in the main body of the EIR and cannot serve as an alternative to the Complete Streets improvements. In addition, the EIR distinguishes between the Complete Streets improvements and Incentive District with separate discussions for each component throughout the entire DEIR, except for the environmental issues areas where the analysis of future conditions includes both components (i.e., transportation and traffic, noise and vibration, etc.). No revision to the DEIR is required in response to this comment.

DEIR I22-015 This comment reiterates that the DEIR lacks a buildout scenario and questions if there are checks and balances to the streamlining allowed under the Incentive District. Please refer to response DEIR I19-002 for a response to the range of alternatives required to be studies in the EIR in accordance with CEQA.

As discussed in response DEIR I22-004, future development and redevelopment projects that might occur within the Incentive District would be required to undergo the City's development review process, where the City would determine if a project is consistent with this EIR pursuant to CEQA requirements. Where specified in this EIR, future development and redevelopment projects would be required to implement all applicable mitigation measures. Once the City has determined a project has demonstrated compliance with this EIR, no subsequent actions would be necessary to fulfill the requirements of CEQA. However, if a project is not consistent with this EIR, it would be subject to its own environmental review process under CEQA. Furthermore, future development and redevelopment would still have to undergo the City's administrative approval process, where the City's planning process would ensure that future projects are aligned with the City's vision for this area of the city. Furthermore, the City could elect to include public notice and comments for specific projects during the administrative review process. Therefore, with these safeguards in place, there would be checks and balances in the approval of future development and redevelopment projects under the proposed project and this EIR.

The City appreciates this commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

SIERRA CLUB COASTERS NORTH COUNTY COASTAL GROUP Explore, Enjoy & Protect the Planet

August 28, 2017

John Amberson, Transportation Planner
City of Oceanside
Submitted via email

Subject: Comments on DEIR Coast Highway Corridor Study

Dear Mr. Amberson:

These comments on the DEIR for the Coast Highway Corridor Study are submitted on behalf of the Sierra Club North County Coastal Group (NCCG). We appreciate that this project moves the city toward implementing smart growth polices along this corridor that is identified as a Smart Growth site. Since personal driving is the largest regional source of Greenhouse Gas (GHG), reducing vehicle miles traveled (VMT) is an important metric. We are particularly pleased that this project integrates land use and transportation planning instead of the piecemeal approaches of the past. It reduces the current car-centric design of this corridor, and supports increased use of alternative transportation. Other cities have found that implementing real smart growth is one of the best ways they can meet new state and local targets for reducing Greenhouse Gas (GHG) emissions. We commend the city for taking this important step in the right direction.

The Sierra Club supports transportation system policies that:

- minimize the impacts on and use of land, airspace and waterways, minimize the consumption of limited resources, including fuel, and reduce pollutant and noise emissions;
- provide everyone, including pedestrians, bicyclists and transit users, with adequate access to jobs, shopping, services and recreation;
- provide adequate and efficient goods movement and substitute local goods for those requiring long distance movement, where feasible;
- encourage land uses that minimize travel requirements;
- strengthen local communities, towns and urban centers, and promote equal opportunity;
- eliminate transportation subsidies which handicap achievement of the above goals; and ensure vigorous and effective public participation in transportation planning.

DEIR I23-1

We have reviewed your plans for the S. Coast Highway Corridor Study and find that it comes the closest to meeting our Sierra Club policies. Overall there are many things we like about this project. However, there are still a few things that need to be addressed to ensure that the community receives all of the benefits of the project and that it fully addresses the potential adverse impacts on the environment.

The following are our specific comments.

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Air Quality (AQ)

- Impacts on nearby residential neighborhoods

Residents of all of the nearby neighborhoods are potential sensitive receptors because of the length of time people may spend in their homes and yards. It is not clear how those along S. Coast Highway and within range of impacts will get evaluated at a project level. Please clarify what triggers project level review.

DEIR I23-2

- Mitigation Measure(MM) ID AIR-2 needs further definition

This MM assumes a mode split with more trips made by public transit. But just providing turn-outs and bus shelters provides no assurances that there actually will be a bus serving them. Without actual public transit service, this is not adequate mitigation. NCTD struggles with adequate operations funding. In order for this to be considered adequate mitigation there really need to be controls that assure the assumed level of transit service will in fact be provided and that there is a mode split that reduces the auto share of trips in the corridor.

DEIR I23-3

- Mitigation Measure ID AIR-2 should also reference SDAPCD Rule 50 Visible Emissions

- No basis for the conclusion that "there are no other feasible mitigation measures to reduce contribution to a less-than-significant level to an existing or projected Air Quality threshold associated with future construction and operational activities."

CEQA does not allow a conclusion that there are no other feasible measures without substantial evidence to support that conclusion. (Village of Laguna Beach, supra,134 Cal.App.3d 1022; see also Topanga Association for a 15.10 Scenic Community v. County of Los Angeles (1974) 11 Cal.3d 506, 516-517) No such evidence of what has been considered and why it was determined to be infeasible has been provided. We understand that this analysis remains nebulous because the timing and magnitude of both construction and the size/location of built projects is still TBD. One of the options to reduce these future impacts is to segment projects in a way that controls the impacts at a point in time and can thereby keep them under the limits. For example, the city of Encinitas is in the CEQA process for a similar 2.5 miles section of Coast Highway in Leucadia. It is divided into segments for construction. That could also be applied to the land use project review so that projects are not permitted unless they achieve the required threshold at that point in time.

DEIR I23-4

There are also other models about how to address future unknown impacts. For example, the city of Oceanside required a Transportation Demand Management Plan (TDMP) as a mitigation measure for future transportation impacts in the FEIR for the El Corazon Master Plan. Requiring each future project to be consistent with the TDMP would thereby reduce the cumulative impacts that were determined to be significant and unavoidable. The same process could be used to address AQ by requiring a plan to address cumulative impacts (in concert with the San Diego Air Pollution Control District (SDAPCD)) with future projects each making their fair share contribution consistent with the adopted plan. Installing a Dividend Account Parking system at a project would be a beneficial addition to a TDMP.

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There are also numerous mitigation measures that could be applied like siting staging areas downwind from schools and other sensitive receptors., requiring higher level of CARB certification for construction equipment per 13 CCR Section 249, etc.

DEIR I23-4

The review of operational emissions from vehicles shows a per capita VMT of 6.36 in 2035 down approximately 11% from baseline of 6.56. This is less than the 15% reduction required by CARB per AB32 plus with the number of vehicles presumably increasing (that was not discussed) there is an even greater disparity. Since AQ and GHG are functionally linked, further GHG reductions that are feasible need to be considered and they will also help address these AQ impacts. (See section on GHG for specific suggestions.)

DEIR I23-5

More effort is needed to have a plan in place to address these impacts over time.

- No basis for the conclusion that there are no other feasible mitigation measures to reduce "contribution to a cumulatively considerable net increase of a criteria pollutant for which the project region is in non-attainment associated with construction and operation of the Incentive District."

The same arguments made above are also relevant for this section. Review of operational emissions from vehicles shows a per capita VMT of 6.36 in 2035 down approximately 11% from baseline of 6.56. This is less than the 15% reduction required by CARB per AB32 plus with the number of vehicles presumably increasing (that was not discussed) there is an even greater disparity. Since AQ and GHG are so linked, further GHG and VMT reductions that are feasible need to be considered and they will also help address these cumulative AQ impacts. (See sections on Transportation and GHG for specific suggestions)

DEIR I23-6

Land Use

- Consistency with Coast Highway Vision and Strategic Plan

We understand that the Incentive District (ID) provisions as shown in the appendices are intended to implement the adopted Coast Highway Vision and Strategic Plan. (SP) However. we have a number of concerns about some of the details and whether they actually will result in the changes envisioned, and provide adequate opportunities for community input. One of the key provisions of the SP is to distinguish nodes, neighborhood commercial areas, and avenues. The avenues are intended for primarily residential uses, compatible with nearby neighborhoods, and contributing to variability in the skyline and elimination of the current 3-mile-long strip mall effect of current zoning. Table 3 Urban Standards by Subarea shows a maximum 45' height for all three areas. Conditions that would restrict the avenues from turning into a 45' tall wall of residential uses really are not specified. Only administrative review is provided for projects of 43 du/acre or less and height below 45'. Since the taller/denser projects provide greater economic potential for developers why would they not go for the maximum while also staying just below these thresholds for smaller parcels? In order to actually achieve the project objectives and be consistent with the SP we believe the ID needs greater protection

DEIR I23-7

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for height limits, and compatibility with adjacent neighborhoods. Failure to address this remains a potential unmitigated adverse impact on Land Use. DEIR I23-7

- Consistency with future CAP/TDM provisions

The proposed ID does not reference any future TDM or CAP provisions. Both of these will be critical to the city's ability to achieve the GHG reductions mandated by state law. Please clarify exactly how you intend to ensure the ID will incorporate these anticipated future programs. DEIR I23-8

Water Quality (WQ)

- San Luis Rey is not the only applicable Water Quality Improvement Plan (WQIP)

The Carlsbad Hydrologic Unit watershed is also covered by an adopted WQIP with separate actions required to address the pollutants of concern. Please add appropriate reference to this WQIP and analysis of any impacts. The priority pollutant of concern in this watershed is bacteria which is not the same as was identified for the SLR watershed WQIP. DEIR I23-9

- Complete Streets Low Impact Development (LID) design

The DEIR explains why the Complete Streets portion of the project is not required to prepare its own SWIP because it will have less impervious cover, more landscaping and will potentially reduce the amount of storm water run-off. It will however still be subject to other requirements including LID**.** Since roundabout and street landscaping details are still not finalized we would like to see these optimize run-off capture and the use of roadway run-off to water landscaping. This kind of design was integral to the landscaping on Mission Blvd downtown and it seems to be working well. Please add some discussion of LID design features of the project, particularly regarding landscaping and roundabouts, and ensure these are included in project conditions. DEIR I23-10

Noise

- Traffic noise on Wisconsin between Freeman and Ditmar

The DEIR concludes that "sound walls or other attenuation approaches are not feasible in this location." But it describes no other mitigation measures that were considered. There seem to be many possible methods that could be used like diverting some traffic from this road segment, optimizing use of alternative transportation, monitoring land use changes to reduce the addition of any Average Daily Trips (ADT) along this segment, and even basic things like additional enforcement of the laws prohibiting excessively-loud vehicles, reducing the speed limit using traffic-calming infrastructure if necessary, or enhanced landscaping to shield the playground at St. Mary's and other schools. Further effort is needed to address this impact. DEIR I23-11

- Cumulative ambient noise levels associated with Complete Streets, Incentive District and construction DEIR I23-12

Similar to AQ, there is not substantial evidence that there was analysis of other potential mitigation measures or why they are deemed infeasible. There are numerous ways that construction noise impacts can be reduced such as by segmenting the project and limiting the amount of construction that can occur at one location at one time; requiring construction methods that reduce noise generation like the use of some hand tools or less noisy equipment; or locating staging areas and construction access roads in a way that reduces impacts. Further mitigation is needed to demonstrate a good faith effort to reduce this impact.

DEIR I23-12

- Analysis of peak and not just average noise levels

The DEIR failed to discuss the potential impacts of intermittent, peak noise levels, People do not experience noise as an average per hour- it is what they hear at a point in time. The FHWA Highway Noise Prediction Model and other sources cited rely on average noise analysis. Please add further discussion about potential peak noise levels and analysis of their impacts.

DEIR I23-13

- Noise impacts on nearby residences

The DEIR discusses the General Plan policies related to noise impacts on residential land uses. The DEIR says there are residences on South Coast highway and immediately adjacent to it that will be within the areas of potential impacts. It is unclear what will trigger the need for project specific noise analysis studies. Please include such triggers.

DEIR I23-14

Transportation

- Failure to address results of VMT analysis

Page 3.14-34 discusses the requirement of SB 743 to conduct VMT analysis of new development and achieve a 15% reduction below existing. The analysis determined that the project would achieve a 3% reduction in VMT between Existing and Future Conditions + Project- far short of the 15% reduction required. In this circumstance, the draft Office of Planning and Research (OPR) EIR Guideline recommends additional mitigation measures that further reduce or eliminate auto trips. This includes parking demand management, TDM, and further improvements to the roadway to promote travel by biking and walking. The DEIR fails to include any such mitigation measures. Failure to comply with this requirement of state law remains a significant unmitigated impact.

Additional mitigation measures (MM) to further reduce VMT are feasible. In recent litigation over the County of San Diego's CAP, the court found that several MM proposed by the Sierra Club were feasible and should have been considered, including a system to mitigate the harm of bundled-benefit parking. A paper presented to the Air and Waste Management Association (incorporated by reference) details how such a program could be implemented and how it would help achieve VMT and therefore GHG reductions (A Plan to Efficiently and Conveniently Unbundle Car Parking Costs, Air and Waste Management Association Paper 2010-A-54-AWMA, Mike R. Bullock and Jim R. Stewart.) The transportation analysis failed to even provide a parking analysis or discuss how parking provisions with both the Complete Streets (CS) and Incentive District (ID) could help achieve further VMT reduction and thereby also help address AQ and GHG, two areas where there are significant unmitigated impacts.

DEIR I23-15

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A 2014 study by Eric Jaffe found that providing free parking "may blunt the efficacy of efforts to get commuters to walk, cycle, and ride public transportation to work." It concluded that "incentives to ride transit aren't enough to shift computer preferences on their own. If cities want real change, they need to create disincentives to drive or park, too." (It's Amazing How Many More Commuters Would Drive Less if They Didn't get Free Parking, Eric Jaffee, August 1, 2014 http;//www.citylab/communte/2014/08/its-amazing-how-many-commuters-would-drive-less-if-they-didn't-get-free-parking/375402/? Utm source=SFFB)

Please include further analysis of parking and propose further mitigation to address the failure to comply with the provisions of SB 743.

DEIR I23-16

- Project contribution to unacceptable levels of service at Coast Hwy and Wisconsin, Vista Way and Stewart Street

Part of the challenge of dealing with increasing levels of traffic is to change long-existing patterns of land use, and to provide people choices of travel mode that work for where they live. Again, there has been no substantial evidence that there are no feasible ways to reduce this adverse impact. Actions to address VMT could also reduce the impacts at these particular locations. There also may be ways to adjust the ID land uses so that fewer trips are generated that would impact these locations.

As another example of actions that could reduce VMT, Oceanside could urge the County, SANDAG, and California to move forward beyond the implementation of SB 1077, to design and implement a comprehensive and environmentally-sound Road Use Charge (RUC) Pricing and Payout System. Such a system would include congestion pricing to prevent undesirable levels of service on freeways, arterials, and neighbor streets. As we electrify our fleet, which we must do, it becomes more obvious every year that the gas tax is a poor method of road-use charging.

DEIR I23-17

Greenhouse Gas Emissions

- Future Project consistency review with Oceanside's CAP must be mandated

The DEIR states that "it is expected "that future projects would undergo consistency analysis with the CAP that is currently under development. That "expectation" is not sufficient to ensure that this occurs. The CAP will be a qualified plan (will achieve a properly-derived significance threshold, thus allowing other projects to tier off of the CAP) that will be used to determine that future projects have sufficiently mitigated their GHG impacts. There needs to be a specific, enforceable MM that requires such consistency review for each project that will contribute to cumulative GHG.

DEIR I23-18

- Failure to comply with General Plan (GP) policy 4.9 re TDM

This policy says that the city shall "look for opportunities to incorporate TDM programs into their energy Roadmap that contribute to goals for saving energy and reducing GHG." A corridor level project like this creates the perfect opportunity to have an overall TDM plan that each project would contribute toward over time.

DEIR I23-19

- Contribution to a net increase in GHG associated with the Incentive District and cumulative projects

Again, the DEIR has failed to provide substantial evidence that there are no other feasible mitigation measures. It mentions the Oceanside CAP currently being developed, but does not obligate the Project to comply with the CAP, or to establish a time frame for doing so. Since the city controls the time frame for implementing the Project and the time frame for completing the CAP, they have full capability to require the CAP to be adopted prior to initiation of the Project, and that the Project will be required to comply with this future CAP.

While the CAP will not be able to require all existing developments to meet new higher energy efficiency standards in the short term, it will be able to mandate such standards for all new construction, like that anticipated with the Incentive District. Oceanside should commit to doing this enforceable mitigation measure in this EIR process.

DEIR I23-20

There are also numerous mitigation measures that could be applied to this project that may not be in the draft CAP, but are still relevant for this project. One of those is the use of shared/unbundled and/or Dividend Account parking. This could help address both GHG and Transportation adverse impacts (see section on Transportation for more discussion of this).

Public Services

- Impact on emergency response times (ERT) is a potential significant unmitigated impact

This issue was raised by community members and was also a significant concern with the similar project in the city of Encinitas. Encinitas did further evaluation of this issue by a technical expert (Burden, Dan and Zykofsky, Paul. *Emergency Response-Traffic Calming and Traditional Neighborhood Streets.*http://nactgo.org/docs/usdg/emergency_response_manural_burden.pdf*).* This study found varying results at intersections depending upon site specific conditions. The study recommended that the FEIR add a mitigation measure to do site specific ERT analysis at each phase of the project to ensure compliance with ERT thresholds in place at the time. If ERT exceeds the threshold it would then trigger new fire station construction or adjustments in emergency response vehicle staging locations or staff deployments. This assures the community that there will not be degradation in ERT as a result of the roundabouts or other changes.

DEIR I23-21

Please provide the Insurance Services Organization rating of the fire services in the city of Oceanside and how this rating would be impacted by having a ladder truck stationed where it can support the downtown.

Oceanside is already failing to meet its performance standards for ERT and acknowledges that both the project and cumulative development will make this situation worse. The planned way to address this is with the modification of Station 1 to accommodate a ladder truck. It was also mentioned in the discussion that the city could include updating its impact fees. Having the funds to make the facility improvements is essential to constructing the improvements and constructing the improvements is essential to meet the performance standard.

In the absence of any assurances that this will happen, the failure to meet public service performance standards is a significant adverse impact that has not been mitigated. This could be addressed by adding a MM to update the impact fees and complete the construction of the improvements to locate the ladder truck down town within a specified period of time.

DEIR I23-21

Population and Housing

- Potential to displace substantial numbers of existing households or people, necessitating the construction of replacement housing elsewhere

The DEIR concludes that while there would be "physical changes to the circulation system within the Coast Highway corridor with the Complete Streets improvements, that "Existing housing units and other uses adjacent to the corridor would not be affected and displacement of existing households or people would not occur. "

It further concludes that "while some future projects could remove existing residential units, the overall amount of housing units within the Incentive District area would increase compared to the existing housing stock of the area. Therefore, the proposed project would not displace a substantial number of existing housing units or residents within the Incentive District area."

DEIR I23-22

This fails to consider how changes in the type and amount of housing will impact the low-income residents, particularly those in the mobile home park, and the availability of lower cost visitor serving uses in the RV parking area. We do not see any specific provisions in the ID guidelines that would protect low income residents from such displacement. While the ID would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, the intent to "provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area" clearly leaves these residents at risk. It does not appear that meeting the city's minimum requirements for affordable housing with new development has any ability to replace the number of existing low- cost units that will be lost. There are numerous regional examples (such as the City of San Diego Morena Blvd district) where such redevelopment has had such an impact on low income residents. Instead of being ignored, these impacts need to be considered, planned for, and provisions made to accommodate such displacements as part of the project. Failure to address these impacts to the financially displaced remains a potentially significant unmitigated impact.

Alternatives Analysis

The Alternatives Analysis concludes that Alternatives 1 and 2 are the environmentally superior alternatives. This seems like a fairly subjective conclusion. Table 5-16 summarizes the comparison of the alternatives. Alt 1 and 2 were rated as equivalent to the proposed project on 14 of 15 variables evaluated and as having a reduced impact on only one. That minimal improvement has to be weighed

DEIR I23-23

against the failure of both Alts 1 and 2 from fully meeting numerous project objectives as shown on Table 5-15 including: transforming Coast Highway into a "Complete Street", improve the pedestrian environment, provide a continuous striped bicycle lane., improve traffic flow and implement traffic

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calming to reduce traffic intrusion to adjacent neighborhoods, improve safety for all roadway users, slow traffic speeds and improve traffic flow, and implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections.

The issues we have identified with the DEIR and need for additional mitigation measures also apply to Alts 1 and 2. We believe that the project as proposed provides greater overall benefits to the community and is more consistent with our transportation policies.

DEIR I23-23

We therefor support the proposed project- with further analysis and mitigation measures as discussed in this letter. We also question whether the traffic analyses really did an adequate comparison of the alternatives. The City of Encinitas did an analysis of the results of a "Lane Diet" reducing a section of Coast Highway from 4 down to 2 lanes. They found it created no "hot-spot" problem locations, and had no meaningful changes in traffic congestion, volume or mix. (See North Coast Highway 101 Streetscape Improvement Project Recirculated DEIR, March 2017 p 3.4-5)

DEIR I23-24

Thank you for your consideration of these comments. We are committed to work with you toward the implementation of a project that meets your objectives and minimizes any adverse impacts.

DEIR I23-25

Sincerely,

Sally Prendergast /DN
Chairperson, Sierra Club North County Coastal Group

Letter DEIR I23 Response — Sally Prendergast August 28, 2017

DEIR I23-001 This introductory comment identifies this commenter as representing the Sierra Club North County Coastal Group (NCCG), and expressing the opinions of the NCCG regarding transportation system policies. This comment does not raise any issue concerning the adequacy of the DEIR and therefore no response is required.

DEIR I23-002 This comment states that all nearby neighborhoods are potential sensitive receptors and requests clarification on what triggers a project-level air quality review. Section 3.2, *Air Quality*, of the DEIR evaluates potential impacts to sensitive receptors from exposure to substantial pollutant concentrations (refer to Issue 4). MM Incentive District AIR-3 establishes clear performance standards for evaluating project-level impacts to sensitive receptors from exposure to substantial pollutant concentrations. As outlined in the mitigation measure, the performance standards are based on locating sensitive receptors within the advisory guideline recommendations stated in the California Air Resources Board (CARB) *Air Quality and Land Use Handbook*.

In addition, implementing projects requiring the use of diesel-fueled heavy-duty construction equipment that generates on-site emissions of 1 pound or more per day of diesel particulate matter for a period of 6 months or more within 500 feet of sensitive receptors would also be required to evaluate project-level impacts to sensitive receptors from exposure to substantial pollutant concentrations. These performance standards in MM Incentive District AIR-3 shall trigger project-level review for future development and redevelopment projects implemented under the Incentive District. No changes have been made to the EIR in response to this comment.

DEIR I23-003 This comment requests that further definition is provided for MM Incentive District AIR-2b and recommends that San Diego County Air Pollution Control District (SDCAPCD), Rule 50 (Visible Emissions) is referenced. The San Diego Association of Governments (SANDAG) and the North County Transit District (NCTD) are responsible for transit planning, programming, development and construction. As such, implementing projects do not have the authority mandate public transit service at specific locations. Therefore, MM Incentive District AIR-2b appropriately requires future development projects within the Incentive District, under specified conditions, to provide plans indicating locations of bus turnouts and loading areas with shelters that are acceptable to the local transit provider.

As discussed in Section 3.14, *Traffic and Transportation*, of the DEIR, the NCTD provides transit services to the City. Specifically, NCTD bus routes 101, 302 and 318 (northwest of Oceanside Boulevard) provide transit service along Coast Highway with multiple stops within the Incentive District. NCTD bus routes 303, 313, and 318 provide transit on roadways that intersect Coast Highway within the Incentive District. The intent of the MM Incentive District AIR-2b is to ensure that future development projects provide appropriate infrastructure to accommodate public transit bus turnouts and loading areas with shelters that are acceptable to the local transit provider based under specified conditions. Because implementing projects do not have the authority mandate public transit service at specific locations, it is not possible to specifically quantify the effect of MM Incentive District AIR-2b on regional VMT and VMT-related emissions, without speculation, and this EIR makes no attempt to speculate. However, this mitigation measure would support implementation of regional plans to reduce VMT and VMT-related emissions.

As discussed in Section 3.2, *Air Quality*, of the DEIR, the SANDAG's adopted 2015 Sustainable Communities Strategies (SCS) identifies strategies to reduce VMT and VMT-related emissions, which includes the expansion of transit with new rapid bus service. MM Incentive District AIR-2b would be consistent with this regional strategy by ensuring future development within the Incentive District provide appropriate public transit infrastructure under specified conditions that could accommodate transit expansion contemplated in the SANDAG 2015 SCS. Therefore, while the benefits of this mitigation measure cannot be specifically calculated for this project, it would support regional plans to reduce emissions.

With respect to SDCAPCD, Rule 50 (Visible Emissions) specifies standards for the discharge of any air contaminant other than uncombined water vapor, except as otherwise provided in Section (b) of the Rule. Compliance with SDCAPCD rules with respect to the emission of air pollutants are generally required, unless specifically exempted, and are thus not considered mitigation measures. Nonetheless, a description of SDCAPCD Rule 50 is included in Volume 3 of this FEIR for the public record, review and consideration by the decision-makers prior to a final decision on the project.

DEIR I23-004 This comment suggests segmenting projects in a way that controls the impacts at a point in time. This comment cites the City of Encinitas Leucadia Streetscape Project on North Coast Highway 101 as an example. As discussed in Chapter 2, *Project Description*, the Complete Streets Improvement would be constructed based on available City funding and would be accomplished in phases, with the first phase likely beginning in January 2018 and the last phase completed by December 2035. While the parameters of the construction phases are preliminary at this time, for the purposes of the analyses within this EIR it is assumed construction of the Complete Streets Improvements would occur first in

Segment 1 and continue segment by segment to the southern end of the project area. Thus, the Complete Streets Improvement includes segmentation or phasing based on known project information and foreseeable available City funding. Based on estimated maximum daily emissions associated with the Complete Streets roadway improvements, the emissions from the Complete Streets Improvement would not exceed the SDCAPCD emissions thresholds.

The Incentive District is dissimilar to the City of Encinitas Leucadia Streetscape Project and the Complete Streets Improvements because it does not propose to construct or operate specific development projects. If adopted, the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing zoning. Future development in the Incentive District would be proposed by private developers. The City does not know nor can it control the timing of the construction activities of individual projects associated with the Incentive District.

Under the Incentive District, construction of individual projects would occur as property owners and developers decide that development is warranted based in large part on market trends. CEQA Statute Section 21061.1 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." Because future development projects in the Incentive District are unknown, the City has no information to impose segmentation or phasing limitations that could at the same time jeopardize a project's ability to obtain funding, to be implemented in a technically sound manner, or to otherwise be completed successfully. As a result, imposing a mitigation measure for the Incentive District that requires segmentation or phasing and automatically denies approval of a future proposed development project solely because it could exceed the SDCAPCD emissions thresholds, without consideration of economic, legal, social, technological, or other benefits, is inconsistent with the definition of feasible mitigation under CEQA.

With respect to the El Corazon Specific Plan EIR, the EIR recommended TDM strategies to mitigate air quality impacts. Recommended TDM strategies included providing shuttle service from the El Corazon project site to the nearest Sprinter station, providing sidewalks along all project roadways, and providing bike lanes on all major internal roadways and promoting and maintaining a bikeway plan. Unlike the El Corazon Specific Plan area, the Incentive District is already well-served by existing public transit services both within and adjacent to the Incentive District area. Section 3.14, *Traffic and Transportation*, of the DEIR and PRDEIR states there are two main transit centers located within the project area, which include the Oceanside Transit Center and the Coast Highway Sprinter station. The Oceanside Transit Center provides connections with the Coaster, Amtrak, Metrolink, and Sprinter train lines as well as NCTD bus routes 101, 302, 303, 313, 318, 392, and 395 and Riverside Transit Agency Route 202

and Greyhound buses. SANDAG considers the project area to be a high-quality transit corridor and a potential transit priority project area (SANDAG 2011a).[8]

Providing a separate shuttle service to the Oceanside Transit Center and the Coast Highway Sprinter station would be duplicative of the already existing high-quality transit services in the area. MM Incentive District AIR-2a has been clarified in Volume 3 of this FEIR to require future development project to provide sidewalks on all public street frontages and internal streets unless an equivalent or superior pedestrian path is provided within the development. The Complete Streets Improvements would provide continuous Class II striped bicycle lanes on Coast Highway from Harbor Drive to the southern City limit, which would include the entire Incentive District area. Therefore, these TDM strategies in the El Corazon Specific Plan EIR are already covered as part of the project design or by existing mitigation measures.

The El Corazon Specific Plan EIR includes a TDM strategy of promoting TDM principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and the use of public transportation or other measures, as appropriate. This measure has been incorporated into Volume 3 of this FEIR as MM Incentive District AIR-2f. Also, while this comment refers to a "Dividend Account Parking system", this type of parking system is not proposed to be included in the project at this time.

The City has identified feasible mitigation measures, including locating construction staging areas away from sensitive receptors, which have been incorporated into the FEIR in MM Incentive District AIR-1a and MM Incentive District AIR-1b.

DEIR I23-005 This comment is incorrect in stating that CARB requires a reduction of 15 percent in per capita VMT per Assembly Bill (AB) 32 (the Global Warming Solutions Act of 2006). Under AB 32, the State is required to meet 1990 GHG emission levels by 2020, which would require an approximately 15 percent reduction in GHG emissions from 2020 business-as-usual projections (CARB 2017).[9] However, in its Climate Change Scoping Plan, CARB shows that reductions are not expected uniformly from each emissions sector. For example, in the Initial Scoping Plan, vehicle tailpipe emission standards, energy efficiency standards, the Renewables Portfolio Standard, and the Low Carbon Fuel Standard together account for over 50 percent of the reductions (CARB 2008).[10] With respect to per capita VMT reduction standards, as set forth by CARB pursuant to Senate Bill (SB) 375, the GHG reduction targets set for the San Diego region as a

[8] SANDAG, 2011. 2050 Regional Transportation Plan, Figure 3.25, October 2011. Available: http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf. Accessed October 23, 2017.

[9] CARB, 2017. 2020 Business-As-Usual (BAU) Emissions Projection 2014 Edition, June 6, 2017. Available: https://www.arb.ca.gov/cc/inventory/data/bau.htm. Accessed October 23, 2017.

[10] CARB, 2008. Climate Change Scoping Plan, Table 2, December 2008. Available: https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed October 23, 2017.

whole calls for a 7 percent per capita reduction by 2020, and a 13 percent per capita reduction by 2035. Under SB 375, these targets are not required on a project-by-project basis, but rather to the region as a whole.

According to the SANDAG 2050 Regional Transportation Plan, the path towards achieving the regional targets include focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure and investing in a transportation network that provides residents and workers with transportation options that reduce GHG emissions (SANDAG 2011b).[11] As shown in Figure 3.25 of the SANDAG 2050 Regional Transportation Plan, the Complete Street Improvements and Incentive District area are located in a high-quality transit corridor and in a potential transit priority project area (SANDAG 2011a).[12] Section 3.14, *Traffic and Transportation,* of the DEIR and PRDEIR states there are two main transit centers located within the project area, which include the Oceanside Transit Center and the Coast Highway Sprinter station. The Oceanside Transit Center provides connections with the Coaster, Amtrak, Metrolink, and Sprinter train lines as well as NCTD bus routes 101, 302, 303, 313, 318, 392, and 395 and Riverside Transit Agency Route 202 and Greyhound buses.

The Complete Street Improvements and Incentive District area already currently exists as a transportation-efficient area and planning for future growth in this area would be consistent with the SANDAG 2050 Regional Transportation Plan and meeting the SB 375 regional targets. The per capita VMT reduction in Incentive District area under the future with project scenario compared to the 2008 or future without project scenario does not achieve the 13 percent per capita reduction by 2035. However, this does not mean the project conflicts with SB 375. Rather, this is because the Incentive District area is already an existing high-quality transit corridor and a potential transit priority project area. In other words, the Incentive District area is where SANDAG has stated growth should occur because it is already a highly VMT efficient urbanized area "where there is existing and planned transportation infrastructure" (SANDAG 2011b). The Complete Street Improvements and Incentive District transportation improvements are intended to reduce reliance on automobile trips and to promote travel by bicycling, walking and transit. Furthermore, the Complete Streets Improvements includes an implementing project of the SANDAG Regional Transportation Plan. Table A.8 of the SANDAG 2050 Regional Transportation Plan lists a roundabout at the intersection of North Coast Highway and State Route 76 (SANDAG ID O27) (SANDAG 2011c).[13] For these reasons, the

[11] SANDAG, 2011. 2050 Regional Transportation Plan, pg. 1-3, October 2011. Available: http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf. Accessed October 23, 2017.

[12] SANDAG, 2011. 2050 Regional Transportation Plan, Figure 3.25, October 2011. Available: http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf. Accessed October 23, 2017.

[13] SANDAG, 2011. 2050 Regional Transportation Plan, Table A.8, October 2011. Available: http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf. Accessed October 23, 2017.

project would not conflict with AB 32 or CARB targets with respect to per capita VMT. Additional responses to GHG-related comments raised in this letter are provided in responses DEIR I23-018, DEIR I23-019, and DEIR I23-020.

DEIR I23-006 This comment requests additional effort to address the conclusions of the air quality analysis for cumulatively considerable net increase of a criteria pollutant and VMT. The mitigation measures identified in Section 3.2, *Air Quality*, of the DEIR would also reduce cumulative air quality impacts, which are evaluated based on the SDCAPCD thresholds in Chapter 4, *Cumulative Impacts*, in the DEIR. Furthermore, refer to response DEIR I23-004 for a discussion of feasible mitigation measures incorporated into the FEIR. Refer to response DEIR I23-005 and response DEIR I23-015 for a discussion of VMT reductions and operational emissions from vehicles with respect to per capita VMT.

DEIR I23-007 This comment expresses concern about how a variety of building heights would be implemented with projects under the Incentive District to ensure that a wall of development wouldn't occur throughout the entirety of the Coast Highway Corridor. As discussed in Section 3.1, *Aesthetics*, of the DEIR and the PRDEIR, operation of the Incentive District would allow increased height of buildings only in Node areas with discretionary approval up to a maximum of 65 feet compared to the existing limit of 45 feet. The Incentive District would also establish regulations intended to promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms. Therefore, as projects are submitted to the City for approval under the Incentive District, the City's planning process would ensure that building heights are varied to avoid a "canyon" effect in the Node areas.

DEIR I23-008 This comment states that the Incentive District does not reference any future TDM or CAP provisions and recommends that these provisions be incorporated into the Incentive District. As stated in response DEIR A1-003, while the proposed project, including the Incentive District, would not have specific TDM measures required as part of its implementation, the City is fully committed to the ongoing and increased implementation of TDM measures, as appropriate, in accordance with City policies established in the Circulation Element of the General Plan and in the City's draft CAP. Specifically, the City has included Policies 4.1 through 4.10 in its Circulation Element that address the City's efforts to promote the integration of TDM programs as well as additional policies and requirements for TDM measures in the draft CAP. No revision to the Incentive District is required in response to this comment.

DEIR I23-009 This comment states that the Carlsbad Hydrologic Unit watershed is also covered by an adopted Water Quality Improvement Plan (WQIP), which should be referenced in the DEIR. Section 3.8, *Hydrology and Water Quality*, of the DEIR states the following on page 3.8-1:

> *"The project area is located within the San Diego Hydrologic Region, which is composed of 11 smaller hydrologic units that encompass most of San Diego County and parts of southwestern Riverside County and southwestern Orange County. Specifically, the project area extends across two hydrologic units, the San Luis Rey Hydrologic Unit (Unit 3.0) and the Carlsbad Hydrologic Unit (Unit 4.0). The project area is primarily located within the Carlsbad Hydrologic Unit, which includes the Loma Alta Creek and Buena Vista Creek watersheds and extends from SR-76 in the north to the city of Carlsbad in the south. A small portion of the project area located immediately north of the San Luis Rey River is located within the San Luis Rey Hydrologic Unit."*

While the DEIR states the project area is located primarily in the Carlsbad Hydrologic Unit, this commenter is correct that Section 3.8 does not include a description of the WQIP for Carlsbad Watershed Management Area. A description of this WQIP is included in Volume 3 of this FEIR for the public record, review and consideration by the decision-makers prior to a final decision on the project.

DEIR I23-010 This comment request that low-impact development (LID) design features be incorporated into the design of the roundabouts to optimize runoff capture and the use of road runoff for landscaping, similar to the landscaping on Mission Boulevard. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. The City appreciates this commenter's suggestion on incorporating LID design features into the design of the proposed roundabouts. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I23-011 This comment states that while the DEIR concludes there would be significant and unavoidable noise impacts along Wisconsin Avenue, between Freeman Street and Ditmar Street because there is feasible mitigation for this location, this commenter proposes that the project could divert traffic, monitor land use changes to reduce average daily trips (ADT), or enforce new laws or measures that would decrease traffic noise levels. While this commenter is correct in characterizing the traffic noise impacts from the DEIR, the traffic noise analysis was revised based on the revised TIA (2018) prepared for the PRDEIR. The updated noise analysis contained in Chapter 2, *Errata*, of the PRDEIR eliminates the significant traffic noise impact along Wisconsin Avenue, between Freeman Street and Ditmar Street but concludes a significant and unavoidable traffic noise impact would occur along Michigan Avenue east of Coast Highway.

The significant and unavoidable impact along Michigan Avenue east of Coast Highway is due to a substantial increase in traffic noise levels (due primarily to the redistribution of traffic volumes from lane reduction along the Coast Highway corridor), and these impacts could not be avoided with implementation

of the project. Mitigation of implementing noise walls or other attenuation approaches are not feasible in this location, as the existing residential uses and the Saint Mary Star of the Sea School use this roadway segment for vehicle access (i.e., to effectively reduce traffic noise levels to residences noise walls would have to be continuous along the street segment, which would block vehicle access to the roadway).

The other methods suggested by this comment such as "diverting" some traffic from this road segment and monitoring land use changes to reduce the addition of any ADT along this segment would not be feasible nor consistent with the proposed project and traffic redistribution as assessed in its traffic impact analysis. No revision to the EIR is required in response to this comment.

DEIR I23-012 This comment states additional effort is needed to address and mitigate cumulative ambient noise levels associated with construction and operation of the project. Construction of the Complete Streets Improvements would occur at specific intersections near their associated receptors and at future unknown locations of redevelopment. Construction noise generated by the Complete Streets improvements and the redevelopment was determined by the analysis to not expose persons to, or generate, noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies, and therefore noise impacts would be less than significant. However, there would be the potential for a significant impact from a temporary substantial increase in ambient noise levels at receptors in proximity Complete Streets Improvements and unknown locations of future redevelopment, in which mitigation of noise barriers, required due to the noise reduction of 5 to 10 dBA provided would potentially not be feasible to implement at all locations in all cases. Therefore, overall, the impact would be significant and unavoidable.

DEIR I23-013 This comment states that the DEIR failed to discuss the potential impacts of intermittent, peak noise levels. The CEQA noise impact criteria is based on not exceeding noise standards of the local general plan noise element and noise ordinance, which for the City are based on noise levels averaged over time (one-hour or 24-hours) not peak maximum noise levels. No revision to the DEIR is required in response to this comment.

DEIR I23-014 This comment states the DEIR is unclear what would trigger the need for project-specific noise analysis studies and requests that clarification for such triggers. The EIR addresses the potential impacts of the proposed project including the potential future development at unknown locations, and therefore, does not defer CEQA analysis to the future when redevelopment might occur. No revision to the DEIR is required in response to this comment.

DEIR I23-015 This comment states the DEIR fails to address the results of the VMT analysis and states there are additional measures to further measures to reduce VMT, as feasible. Please refer to response DEIR I14-004 for a response to this comment.

DEIR I23-016 This comment requests further analysis of parking and propose further mitigation to address the failure to comply with the provisions of SB 743. Please refer to responses DEIR I4-007 and DEIR I14-004 for responses to this comment.

DEIR I23-017 This comment states there are no feasible mitigation to the project's contribution to unacceptable levels of service at Coast Hwy and Wisconsin, Vista Way, and Stewart Street and suggest designing and implementing a comprehensive and environmentally-sound Road Use Charge (RUC) Pricing and Payout System. Please refer to response DEIR I25-002 for a response to this comment. The City appreciates this commenter's suggestion of a RUC Pricing and Payout System and thus this comment is included in the FEIR for consideration by the City prior to making a final decision on the project.

DEIR I23-018 This comment states that the DEIR should mandate that future projects proposed under the Incentive District undergo a consistency review with Oceanside's CAP. As discussed in Section 3.6, *Greenhouse Gases*, of the DEIR, the City is in the process of developing its draft CAP. The purpose of the CAP planning effort is to identify how the City can do its part to achieve State GHG emission reduction goals, provide measures for the City to mitigate its GHG emissions impact, and establish a method to determine whether future actions, such as approval of development projects, are consistent with the GHG emission reduction goals. The CAP is anticipated to be adopted in 2019 and is currently still in draft form. Therefore, project consistency with the CAP cannot be evaluated at this time.

Appendix G of the CEQA Guidelines requires an evaluation as to whether a project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The CAP, once adopted, would represent an applicable plan, policy, or regulation for the purpose of reducing GHG emissions. Thus, the expectation that future development projects in the Incentive District would evaluate consistency with the CAP, as applicable, is a requirement of CEQA and no separate mitigation measure is required. No revision to the EIR is required in response to this comment.

DEIR I23-019 This comment states that the project and DEIR fail to comply with General Plan policy 4.9 regarding TDM programs. Please refer to response DEIR I23-008 for a response to this comment.

DEIR I23-020 This comment states that the DEIR has failed to provide substantial evidence that there are no other feasible mitigation measures for the project's Contribution to a net increase in GHG emissions and mandates the future projects proposed under the Incentive District be evaluated against the City's CAP. As discussed in response DEIR I23-018, CEQA already requires an evaluation as to whether a

project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The draft CAP, once adopted, would represent an applicable plan, policy, or regulation for the purpose of reducing GHG emissions. Thus, the expectation that future development projects in the Incentive District would evaluate consistency with the adopted CAP, as applicable, is a requirement of CEQA and no separate mitigation measure is required. In addition, there is no CEQA or legislative mandate that jurisdictions must adopt a CAP prior to approval of projects under CEQA.

As discussed in response DEIR I23-004, response DEIR I23-005, and response DEIR I23-019, the City has identified feasible mitigation measures and TDM strategies, which have been incorporated into Volume 3 of this FEIR. Refer to these responses for a discussion of the enforceable feasible mitigation measures.

DEIR I23-021 This commenter states that an impact on emergency response times is a potentially significant unmitigated impact, provides a reference how the City of Encinitas addressed concerns related to traffic-calming measures within a FEIR on a different project, and provides additional input on how this commenter believes public service and safety concerns should be addressed in the EIR. This comment describes a specific concern that delays to emergency response that this commenter believes would occur with the implementation of the roundabouts.

The City's Fire Department has reviewed the proposed traffic-calming measures and has concluded that the proposed roundabouts have been designed to avoid affects to response times.[14] Response times are a multi-faceted issue as they are affected by allocation of resources, the number of calls received at any given time, the number of response units in the field, and other factors. Given this complexity and the need to remain diligent about proper design of the new intersection and roadway features proposed in the project, the Fire Department has been and would continue to be part of the design process of the Complete Streets improvements. This continued design review and analysis would ensure that the lane reduction and new roundabouts would accommodate large fire engines and not negatively affect response times. The proposed design for the Coast Highway allows for heavy vehicle radii for turning left and making U-turns. In addition, Coast Highway's center median would be constructed with low curbs to allow left turning access to fire trucks and police vehicles mid-block. For these reasons, operation of the Complete Streets improvements would not have significant impacts with regard to fire performance objectives.

While this commenter brings up a project that is stated to be similar and located in the City of Encinitas, many factors can affect the design and performance results of a project without knowing the design details of the particular project in Encinitas it is not possible, nor required, to evaluate the Encinitas project in

[14] Email communication with David Parsons, Fire Captain at the Oceanside Fire Department, November 22, 2017.

relation to the proposed Coast Highway Project. As well, while the City of Encinitas may have chosen to provide a mitigation measure to address this commenters concern of appropriate review of site specific concerns, this approach is similar to what the City of Oceanside has already committed to the City of Oceanside Fire Department would continue to be a part of the more detailed design process of the Complete Streets improvements, ensuring that the lane reduction and new roundabouts are designed safety and do not negatively affect response times. As such, no additional requirements are necessary to address this commenter's concerns related to the design of the traffic-calming features.

This commenter requests the Insurance Service Organization (ISO) ratings of fire services in the city of Oceanside and further information about potential effects on ISO ratings if the City were to have a ladder truck downtown. While this is not a comment on the DEIR and does not require a response, the City has indicated that the current ISO ratings are: Class 3 for properties within five road miles of a fire station and within 1,000 feet of a fire hydrant, and Class 9 for properties within five road miles of a fire station but beyond 1,000 feet of a fire hydrant.[15]

In addition to the concerns directly addressed above, this commenter also states concerns regarding the current ability of the City to meet response times and the ability to fund public facility improvements. These concerns were responded to previously in this FEIR; refer to Response to Comments DEIR I4-003 and DEIR I18-014.

In conclusion, the methodology used in the DEIR is consistent with CEQA's impact analysis methodology, which is to identify the impacts of the proposed project on the environment. There is no requirement in CEQA to addresses how public services are currently provided or funded. The CEQA Guidelines direct that economic or social effects of a project shall not be treated as significant effects on the environment (CEQA Guidelines Section 15131(a)). Further, increases in demands on public facilities and services are not environmental impacts that must be evaluated in an EIR (*City of Hayward v Board of Trustees of Cal. State Univ. (2015) 242 CA 4th 833, Section 6.36*). Lead agencies are instructed to limit their examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published (CEQA Guidelines Sections 15125(a), 15126.2(a)).

[15] Email communication with David Parsons, Fire Captain at the Oceanside Fire Department, November 22, 2017.

DEIR I23-022 This comment states that the DEIR fails to analyze how changes in the type and amount of housing would impact the low-income residents, particularly those in the mobile home park, and the availability of lower cost visitor serving uses in the RV parking area. Please refer to response DEIR I18-002 for a response on how economic implications are not required to be analyzed in the EIR unless they result in a physical impact on the impact per CEQA Guidelines. While this comment does not raise any issue concerning the adequacy of the DEIR, the City appreciates this commenter's concern for impacts to low-income residents and thus this comment is included in the FEIR for consideration by the City prior to making a final decision on the project.

DEIR I23-023 This comment expresses support for the proposed project over Alternatives 1 and 2, which were identified as the environmentally superior alternatives in the DEIR, as the proposed project provides greater overall benefits to the community and is more consistent with this commenter's transportation policies. Because this comment does not raise any issue concerning the adequacy of the DEIR, a specific response is not required.

DEIR I23-024 This comment supports the project but wants additional analysis and mitigation measures as discussed in the comments above. This comment also questions if the traffic analysis did an adequate comparison of the alternatives. The TIA (2017) contained in the DEIR and the revised TIA (2018) modeled the project and all project alternatives, excluding the No Project Alternative, using methodology that is consistent with the guidelines and requirements of the City of Oceanside, Caltrans, and SANDAG. In addition, the travel demand model used for the traffic analysis incorporates anticipated regional and local growth in population and employment for Oceanside and San Diego County as forecast by SANDAG and consistent with the Regional Transportation Plan (RTP). As shown in Section 3.14, *Transportation and Traffic,* and Chapter 5, *Alternatives,* of the PRDEIR, traffic impacts differed between the project and alternatives specific to each individual combination of project components. The DEIR concludes the significant and unavoidable traffic impacts and mitigation measures for the project and alternatives. Therefore, the traffic analysis for the project and alternatives is sufficient per CEQA. No revision to the EIR are required in response to this comment.

DEIR I23-025 This comment provides the conclusion to this comment letter and expresses this commenter's commitment to work with the City to implement a project that meets the City's objectives and minimizes any adverse impacts. Because this comment does not raise any issue concerning the adequacy of the DEIR, a response is not required. The City appreciates this commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

From: Debra Sutton [mailto:dasutton@cox.net]
Sent: Monday, August 28, 2017 5:00 PM
To: City Council <Council@ci.oceanside.ca.us>
Cc: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: NO Lane Diets and NO Developer Incentives

Dear City Council,

I do not want to give developers incentives, so I support the No Project Alternative. Unfortunately you all have left out the simple things we, the citizens of Oceanside, all wanted: safe lighted crosswalks between major intersections, shade trees and landscaping to help with the drab presence of Coast Highway and to get back on track with the rail trail so bicyclist have a safe place to ride. Pretty Simple. I personally do not like the speeding traffic on Coast Hwy nor the blight that plaques the Coast Highway Corridor, but I am not comfortable with the alternatives that are being presented. I think more studies need to be completed and feel strongly about not developing high density along the corridor like what has been done on Mission and near the Pier.

DEIR I24-1

DEIR I24-2

DEIR I24-3

Thank you,
Debra Sutton
1116 S. Clementine St.
Oceanside, CA 92054

Letter DEIR I24 Response

Debra Sutton August 28, 2017

DEIR I24-001 This comment expresses support for the No Project Alternative and states that in this commenter's opinion, the residents of Oceanside want lighted crosswalks, shade trees and landscaping, and the completion of the Rail Trail. While the completion of the Rail Trail is not included as part of the project, the other types of improvements are included as detailed in Chapter 2, *Project Description*, of the DEIR on page 2-15:

> "*Construction activities associated with the Complete Streets improvements would occur within the existing right-of-way of Coast Highway and would consist primarily of restriping. Other small-scale construction activities include signal modifications, introduction of midblock crosswalks, streetscaping, and other roadway improvements, including, but not limited to, sidewalk improvements and street lighting"*

Because this comment does not raise any issue concerning the adequacy of the DEIR, a specific response is not required. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I24-002 This comment expresses this commenter's dislike of the speeding and blight across Coast Highway but does not agree with the alternatives that are presented in the DEIR. Because this comment does not specifically address an issue with the alternatives analysis presented in the DEIR, no specific response is required.

DEIR I24-003 This comment requests that more studies be completed for the project and disagrees with allowing higher density under the Incentive District. Because this comment does not specifically state what additional studies this commenter requests to be prepared, no specific response is required. The City appreciates This commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

August 28, 2017

John Amberson
Transportation Planner
Engineering Division
City of Oceanside
300 N. Coast Highway
Oceanside, California 92054

Subject: Response to July 2017 "Oceanside Coast Highway Corridor Study Draft EIR"

Dear Mr. Anderson,

As a resident of South Oceanside and a member of Save South O, I am writing to express my opposition to elements of the Coast Highway Corridor proposal as described in last month's draft Environmental Impact Report. Based on my own analysis of the 2,309-page Draft EIR, I ask that the city implement a modified version of Alternative 1, as described below.

South O is not Downtown

Like most of my fellow South O residents, I am opposed to any plans to reduce traffic capacity and increase density south of Oceanside Blvd. These ideas individually are not in keeping with the character of our community, and together present a contradictory approach that would degrade the quality of life in South O for residents, businesses, and visitors.

Oceanside's downtown is unique in North County. It has the largest concentration of rail mass transit and the only pier between La Jolla and San Clemente. It is also the main tourist destination for the city, with our widest and most-visited beaches and an increasing concentration of tourist-serving businesses.

South Oceanside does not have rail transit to San Diego, Orange County or L.A., while the northwestern corner has the option of a 51-minute trip to Escondido every 30-60 minutes. For the rest of us, the only mass transit options are the twice-hourly local buses to Vista and UCSD.

Overall, South O is very different from downtown, as noted in an August 2017 story on "The Oceanside Revolution" in *San Diego* magazine. As the story reported: "There are two Oceansides: the more tourist-oriented downtown, and the local haven of South O."

DEIR I25-1

No South O "Road Diet"

I am adamantly opposed to any plan to modify Coast Highway south of Oceanside Boulevard, including reducing traffic lanes from 4 to 2, and replacing traffic signals with traffic circles.

As Section 5 and Appendix F of the EIR make clear, the Proposed Project (including the Road Diet) would increase congestion and traffic delays in South O. When comparing the Proposed Project and No Project projections for 2035, traffic throughput would be dramatically worsened at intersections 27 (Oceanside Blvd.), 29 (Morse), 35 (Cassidy) and 40 (Vista Way) along Coast

DEIR I25-2

Highway, as well as Ditmar Street on Vista Way. At peak times on weekdays — let alone summer weekends — access to South Oceanside would decrease to a crawl.

These traffic delays will impact

- South O residents
- Oceanside and other visitors to South O businesses
- Visitors to Cassidy Street and Buccaneer beaches
- Buses passing through South O

DEIR I25-2

In addition, as someone who often crosses Coast Highway on foot or a bicycle, it would be a mistake to replace South O traffic signals at Morse and Cassidy Street with traffic circles. I am concerned about the safety of crossing Coast while depending on the ability of locals, other North County residents and visitors from LA and Arizona to navigate these unfamiliar circles. Instead, I would rather wait for traffic to come to a full stop, which has worked well for me since first came to South Oceanside more than 30 years ago.

Therefore, like the majority of South O residents, I ask that you omit all road diet and traffic circles south of Oceanside Blvd.

DEIR I25-3

No South O Incentive District

On the one hand, the city's proposed Incentive District has a certain logic in response to the 2012 statewide termination of all redevelopment districts. On the other hand, it is completely inappropriate for South Oceanside, and thus I ask that you drop this element of Alternative 1.

As the longtime owner (1988-2004) of an Oceanside-based business, I know that the city's relatively affordable coastal location offers a number of advantages for entrepreneurs. Over the past decade, the South O commercial district has been enjoying a renaissance based on the private investment of local entrepreneurs, starting with the 2010 relocation of Beach Break Café to its current larger facility.

The South O area will continue to be improved through private investment over the next few years, as both business owners and customers are attracted to its local charm — more like Leucadia than Pacific Beach or Laguna Beach. The proposed Incentive District would make dramatic changes to the land use and nature of the businesses in our community, attracting businesses that do not fit the character or the desires of local businesses, residents or customers. In particular, the "Node" locations in the "dip" and particularly at the *North County Times* block would drastically increase density at locations without meaningful transit to employment centers, forcing all but college students and retirees to resort to private autos to get to their jobs.

DEIR I25-4

Finally, I know that some consider the "dip" to be blighted and would like to demolish all the existing businesses. These businesses provide important services for Oceanside residents, and will gradually be upgraded as in South O and downtown as the demand from locals and visitors increases.

DEIR I25-5

Other Improvements

I favor the proposed streetscape improvements throughout the city that are part of Alternative 1.

In addition to these improvements, the South O community would like to see additional mid-block crosswalks provided south of Oceanside Blvd., similar to the (four lane) crosswalks used along Carlsbad State Beach. While others in South O would like to see multiple crosswalks, I personally believe that ones as Kelly Street and Loma Alta Creek are the most badly needed at this time.

DEIR I25-6

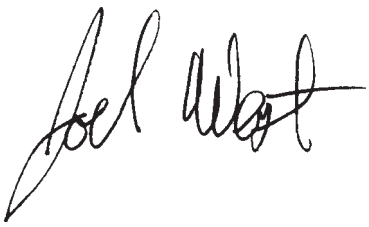
Conclusion

To summarize, I ask that the city implement

- Alternative 1 – no road diet or traffic circles south of Oceanside Blvd.
- Dropping any Incentive District south of Oceanside Blvd.
- Adding selected Midblock Crosswalks

DEIR I25-7

Respectfully submitted,



Joel West
1730 Pacific Terrace
Oceanside, CA 92054

Cc:

Jeff Hunt, City Planner
Mayor Jim Wood
Deputy Mayor Chuck Lowery
Councilmember Esther Sanchez
Councilmember Jack Feller
Councilmember Jerome Kern

Letter DEIR I25 Response

Joel West
August 28, 2017

DEIR I25-001 This introductory comment expresses general opposition to the project and support of a modified version of Alternative 1, as detailed in the following comments. This comment also specifically opposes the reduction in traffic lanes and increase in density proposed by the project and explains that the downtown area of Oceanside is very different from South Oceanside, using rail and public transportation as the main example. Because this comment does not raise any issue concerning the adequacy of the DEIR, a specific response is not required. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

DEIR I25-002 This comment expresses opposition to the reduction in roadway lanes south of Oceanside Boulevard and askes that South Oceanside be excluded from the proposed Complete Streets improvements. Additionally, this comment reiterates the significant traffic impacts determined in the TIA (2017) and the DEIR. While This commenter is correct in its characterization of the significant and unavoidable traffic impacts determined in the TIA (2017) for the DEIR, new traffic impacts were determined based off the revised TIA (2018) prepared for the PRDEIR in 2018. Specifically, the revised TIA (2018) and the PRDEIR concluded that significant and unavoidable traffic impacts would occur at four intersections with project implementation based on the removal of the buildout of the Vista Way/SR-78 & I-5 Interchange Project (i.e., it excludes HOV lanes and ramps) from the traffic model.

As discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, all significant traffic impacts would be reduced to less than significant, with the exception of four intersections (Coast Highway and Cassidy St; Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM peak-hour); Coast Highway and Wisconsin Avenue; and Vista Way and I-5 Southbound On-/Off-Ramps) in the Future + Project scenario due to no feasible mitigation to fully mitigate the impacts at these four locations.

DEIR I25-003 This comment requests that the traffic signals be left in South Oceanside as this commenter feels they create safer conditions to cross Coast Highway than the proposed roundabouts. Because this comment does not raise any concern regarding the adequacy of the DEIR, a response is not required.

DEIR I25-004 This comment states that the Incentive District would make dramatic changes to the land use and nature of the business in the coastal zone, where private investment could continue to improve the Coast Highway corridor organically

over the next few years in this commenter's opinion. This comment does not raise any concern regarding the adequacy of the DEIR.

DEIR I25-005 This comment states that while some residents may consider the "dip" to be blighted and would like to see the existing business demolished, these businesses provide important services for Oceanside residents, and would gradually be upgraded with increased demand from locals and visitors. Because this comment does not raise any concern regarding the adequacy of the DEIR, a specific response is not required.

DEIR I25-006 This comment expresses support for the streetscaping improvements under Alternative 1 and requests that additional midblock crosswalks be provided south of Oceanside Boulevard, especially at Kelly Street and Loma Alta Creek. This comment does not raise any concern regarding the adequacy of the DEIR. The City appreciates This commenter's input on the locations of additional midblock crosswalks.

DEIR I25-007 This conclusory comment reiterates this commenter's support of Alternative 1, the removal of the Incentive District south of Oceanside Boulevard, and the addition of midblock crosswalks. The City appreciates This commenter for participating in the planning and environmental review process. All comments made to the City during the DEIR comment period are included in this FEIR for consideration by the City prior to making a final decision on the project.

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V1. CHAPTER 4
DEIR – Tribal Responses

This chapter contains the Tribal comment letters received on the proposed Coast Highway Corridor Study Project (project) Draft Environmental Impact Report (DEIR) and the City of Oceanside's (City's) individual responses to significant environmental issues raised in those comments. Each letter, as well as each individual comment within the letter, has been given an assigned letter and number for cross-referencing. Responses are sequenced to reflect the order of comments within each letter. **Table V1.4-1** lists all Tribal governments who submitted comments on the DEIR during the public review period.

TABLE V1.4-1
LIST OF DEIR TRIBAL GOVERNMENT COMMENTERS

Letter No.	Commenter	Date of Comment	Comment Page Number	Response Page Number
DEIR T1	San Luis Rey Band of Mission Indians, Merri Lopez-Keifer, Chief Legal Counsel	8/3/2017	V1.4-2	V1.4-3
DEIR T2	Rincon Band of Luiseño Indians, Erica Martinez, Administrative Assistant	8/23/2017	V1.4-4	V1.4-6

SAN LUIS REY BAND OF MISSION INDIANS

1889 Sunset Drive • Vista, California 92081
760-724-8505 • FAX 760-724-2172
www.slrmissionindians.org

August 3, 2017

John Amberson
Transportation Planner
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

VIA ELECTRONIC MAIL
jamberson@ci.oceanside.ca.us

RE: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR COAST HIGHWAY CORRIDOR STUDY PROJECT

Dear Mr. Amberson:

We, the San Luis Rey Band of Mission Indians ("Tribe"), have received and reviewed the City of Oceanside's ("City's") Draft Environmental Impact Report ("DEIR") and all of its supporting documentation as it pertains specifically to the protection and preservation of Luiseño tribal cultural resources that may be located within the parameters of the Coast Highway Corridor Study Project's ("Project's") proposed areas of impact.

After our review of the DEIR, the Tribe is satisfied and concurs with the proposed tribal cultural resource mitigation measures contained within the DEIR. DEIR T1-1

The San Luis Rey Band of Mission Indians appreciates this opportunity to provide the City of Oceanside with our comments on the Coast Highway Corridor Study Project. As stated above, the Tribe is satisfied and concurs with the mitigation measures for tribal cultural resources as proposed in the DEIR. As always, we look forward to working with the City to guarantee that the requirements of the CEQA are rigorously applied to this Project and all projects. We thank you for your continuing assistance in protecting our invaluable Luiseño tribal cultural resources.

Sincerely,

Merri Lopez-Keifer
Chief Legal Counsel

Letter DEIR T1 Response

San Luis Rey Band of Mission Indians
Merri Lopez-Keifer, Chief Legal Counsel
August 3, 2017

DEIR T1-001 The commenter indicates that the Tribe has reviewed the DEIR and supporting documentation, and indicates that the Tribe is satisfied and concurs with the proposed tribal cultural resources mitigation measures. The Tribe further states that it appreciates the opportunity to provide comments to the City. The City acknowledges the Tribe's review and appreciates the Tribe's participation in this process.

From: Erica Martinez [mailto:emartinez@RinconTribe.org]
Sent: Wednesday, August 23, 2017 8:56 AM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Cc: Destiny Colocho <DColocho@RinconTribe.org>
Subject: Coast Highway Corridor Study

Dear Mr. Amberson:

This letter is written on behalf of the Rincon Band of Luiseño Indians. We have received your notification regarding the Coast Highway Corridor Study and we thank you for the opportunity to consult on this project. The location you have identified is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest. DEIR T2-1

Embedded in the Luiseño Territory are Rincon's history, culture and identity. The project is within the Luiseño Aboriginal Territory of the Luiseño people. Rincon appreciates the opportunity to provide comment to the Draft EIR for the Coast Highway Corridor Study. Rincon's comments/questions are as follows:

1. Mitigation Measure (MM) Complete Streets CR-3 requests that a monitoring and/or evaluation report be submitted prior to release of the grading bond. Rincon would like to request a copy of this report. DEIR T2-2

2. MM Incentive District CR-1 states that "individual development projects implemented under the Incentive District subject to a Phase I Cultural Resources Inventory." Rincon requests that the Phase I Survey be conducted with a Luiseño monitor. DEIR T2-3

3. Page 3.4-2 of the DEIR includes information regarding the records search results from the SCIC. Rincon requests a copy of all records and reports from the SCIC record search results be provided to the tribe. DEIR T2-4

We look forward to hearing from you. If there are any questions or concerns please do not hesitate to contact our office at (760) 297-2635 at your convenience DEIR T2-5

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Erica A. Ortiz-Martinez
Administrative Assistant

For Destiny Colocho, Cultural Resources Manager

Cultural Resources Department
Rincon Band of Luiseño Indians
1 West Tribal Road | Valley Center, CA 92082
Office:760-297-2635
Fax: 760-692-1498
Email: emartinez@rincontribe.org

Rincon Band of Luiseño Indians
www.rincontribe.org

Letter DEIR T2 Response

Rincon Band of Luiseño Indians
Erica Martinez, Administrative Assistant
August 23, 2017

DEIR T2-001 The commenter states that Tribe appreciates the opportunity to consult on the project, and that the project is located within the Territory of the Luiseño people, and within Rincon's specific area of Historic interest. The City acknowledges the comment and thus this comment is included in the Final Environmental Impact Report (FEIR) for consideration by the City prior to a final decision on the project.

DEIR T2-002 The commenter indicates that MM Complete Streets CR-3 requires release of a monitoring or evaluation report be submitted prior to release of the grading bond. The Tribe requests a copy of the report at the time of its issuance. In accordance with state law, including Section 6254(r) and Section 6254.10 of the California Government Code, and Section 15120(d) of Title 14 of the California Code of Regulations, the City cannot release the confidential cultural resources data contained in the confidential version of the report. However, the City could consider providing a non-confidential, public version of the monitoring or evaluation report to the commenter at that time. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR T2-003 The commenter requests that MM Incentive District CR-1 be revised to include the participation of a Luiseño monitor during the Phase I survey required by the measure. Because this comment was provided after the Assembly Bill 52 consultation process ended, MM Incentive District CR-1, which was developed in consultation with California Native American tribes, will not be revised. However, the City notes that under the mitigation measure, outreach to the Native American Heritage Commission (NAHC) and consultation with appropriate California Native American tribes will be required as part of each future development project. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR T2-004 The commenter refers to the results of a records search, which is summarized in the DEIR. The Tribe requests a copy of the records search. While the comment does not pertain to the accuracy or adequacy of the DEIR, the City notes that a non-confidential, public version of the Phase I Cultural Resources Assessment report was included as Appendix D of the DEIR. In accordance with state law, including Section 6254(r) and Section 6254.10 of the California Government Code, and Section 15120(d) of Title 14 of the California Code of Regulations, the City cannot release confidential cultural resources information. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

DEIR T2-005 This comment is conclusory in nature and provides the commenter's contact information. This comment does not raise any issue concerning the adequacy of the DEIR and no further response is required. This comment is included in this FEIR for consideration by the City prior to a final decision on the project. The City appreciates the Tribe's participation in this process.

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V1. CHAPTER 5
Comments Not Requiring a CEQA Response

This chapter contains the comment letters received during the public review period for the proposed Coast Highway Corridor Study Project (project) Draft Environmental Impact Report (DEIR), which do not address the proposed project's environmental effects or the adequacy or accuracy of the environmental analyses within the DEIR. These comments are focused on whether or not the City of Oceanside (City) should approve the proposed project. Because these comments do not include comments on the environmental analysis contained in the DEIR, specific responses to each of the letters are not necessary. A Master Response, provided below, has been prepared to address these comment letters. **Table V1.5-1** lists the comment letters addressed by this section, which are provided in **Appendix V1.B** of this Final Environmental Impact Report (FEIR) for full consideration by the City during their deliberation on whether or not to approve the proposed project.

TABLE V1.5-1
LIST OF COMMENTERS ON THE DEIR THAT DO NOT REQUIRE A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
DEIR NCR1	Thomas Clarke	7/22/2017
DEIR NCR2	Linda Sills	7/22/2017
DEIR NCR3	John Stump	7/23/2017
DEIR NCR4	Benn Von Wistinghausen	7/23/2017
DEIR NCR5	Elizabeth Barnes	7/24/2017
DEIR NCR6	Sunie Roman	7/24/2017
DEIR NCR7	Elena Thompson	7/24/2017
DEIR NCR8	Laura E. Uhlmeyer	7/24/2017
DEIR NCR9	Diane Hanson	7/25/2017
DEIR NCR10	Connie Kemp	7/26/2017
DEIR NCR11	Nancy Gregory	7/27/2017
DEIR NCR12	Gayle Lacy	7/28/2017
DEIR NCR13	Laird Stabler	8/9/2017
DEIR NCR14	Shawn and Erin Crain	8/10/2017
DEIR NCR15	Mike Moore	8/10/2017

TABLE V1.5-1
LIST OF COMMENTERS ON THE DEIR THAT DO NOT REQUIRE A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
DEIR NCR16	Josh Servi	8/10/2017
DEIR NCR17	Cerrie Watson	8/10/2017
DEIR NCR18	Daneen Akers	8/13/2017
DEIR NCR19	Doris Mullen	8/13/2017
DEIR NCR20	Mathew Wolf	8/15/2017
DEIR NCR21	Dean Baldridge	8/16/2017
DEIR NCR22	Debra Barger-Cook	8/17/2017
DEIR NCR23	Gwen Graham	8/17/2017
DEIR NCR24	Janna Harris	8/17/2017
DEIR NCR25	Janet M. Henderson	8/17/2017
DEIR NCR26	Alex Hoefer	8/17/2017
DEIR NCR27	Laurel Kaskurs	8/17/2017
DEIR NCR28	Daniela Marshall	8/17/2017
DEIR NCR29	Pamela Myers	8/17/2017
DEIR NCR30	Gloria Ryan	8/18/2017
DEIR NCR31	Pam Chambers	8/19/2017
DEIR NCR32	Monique Combs	8/20/2017
DEIR NCR33	Richard Fox	8/20/2017
DEIR NCR34	Robert Robert	8/20/2017
DEIR NCR35	CM Rocco	8/20/2017
DEIR NCR36	No name provided	8/20/2017
DEIR NCR37	Thomas Adams	8/21/2017
DEIR NCR38	Dianna Bailey	8/21/2017
DEIR NCR39	Dianna Bailey	8/21/2017
DEIR NCR40	Ernest L Eineman	8/21/2017
DEIR NCR41	Sam Giacoletti	8/21/2017
DEIR NCR42	Cheryl Haynes Stewart	8/21/2017
DEIR NCR43	Colleen Balch	8/22/2017
DEIR NCR44	Jerry Edwards	8/22/2017
DEIR NCR45	Brian Ferguson	8/22/2017

TABLE V1.5-1
LIST OF COMMENTERS ON THE DEIR THAT DO NOT REQUIRE A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
DEIR NCR46	Patrick Frazier	8/22/2017
DEIR NCR47	Jessica Hunter	8/22/2017
DEIR NCR48	Simon Hunter	8/22/2017
DEIR NCR49	John Iniguez	8/22/2017
DEIR NCR50	Tom Lichterman	8/22/2017
DEIR NCR51	Tom Lichterman	8/22/2017
DEIR NCR52	Hilary Meloan	8/22/2017
DEIR NCR53	Anne Ongyod	8/22/2017
DEIR NCR54	Trevor Osterberg	8/22/2017
DEIR NCR55	Trevor Osterberg	8/22/2017
DEIR NCR56	Chivon Parli	8/22/2017
DEIR NCR57	Taylor Rae	8/22/2017
DEIR NCR58	Laura Rod	8/22/2017
DEIR NCR59	Janet Shepherd	8/22/2017
DEIR NCR60	Carly Trippe	8/22/2017
DEIR NCR61	Becka Vance	8/22/2017
DEIR NCR62	Davin Waite	8/22/2017
DEIR NCR63	Sam Williamson	8/22/2017
DEIR NCR64	Carly Aichle	8/23/2017
DEIR NCR65	Seth Aichle	8/23/2017
DEIR NCR66	Garret Akerson	8/23/2017
DEIR NCR67	The Apodacas	8/23/2017
DEIR NCR68	Jim Curl	8/23/2017
DEIR NCR69	John Daley	8/23/2017
DEIR NCR70	Dianne	8/23/2017
DEIR NCR71	Kevin Edwards	8/23/2017
DEIR NCR72	Monty Friesen	8/23/2017
DEIR NCR73	Patricia Friesen	8/23/2017
DEIR NCR74	Lori Gage	8/23/2017
DEIR NCR75	Gus Hawthorn	8/23/2017

TABLE V1.5-1
LIST OF COMMENTERS ON THE DEIR THAT DO NOT REQUIRE A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
DEIR NCR76	Evan Marks	8/23/2017
DEIR NCR77	Charles Martin	8/23/2017
DEIR NCR78	Kristin Morrison	8/23/2017
DEIR NCR79	Bill Myers	8/23/2017
DEIR NCR80	John Norcross	8/23/2017
DEIR NCR81	Sally Peltier	8/23/2017
DEIR NCR82	Dave Rae	8/23/2017
DEIR NCR83	Trent Sakamoto	8/23/2017
DEIR NCR84	Dolores Wells	8/23/2017
DEIR NCR85	Chelsea Butters Wooding	8/23/2017
DEIR NCR86	Sarah Zajda	8/23/2017
DEIR NCR87	Michelle Zavondy	8/23/2017
DEIR NCR88	Leslie Davies	8/24/2017
DEIR NCR89	Tanner Knapp	8/24/2017
DEIR NCR90	Irina Pucaric	8/24/2017
DEIR NCR91	Steve and Cheryl Barry	8/25/2017
DEIR NCR92	Heidi Bullock	8/25/2017
DEIR NCR93	Kathy Derham	8/25/2017
DEIR NCR94	Cara Dodaro	8/25/2017
DEIR NCR95	Philip Dow	8/25/2017
DEIR NCR96	Zell Dwelley	8/25/2017
DEIR NCR97	Ashley Ecker	8/25/2017
DEIR NCR98	John Filippone	8/25/2017
DEIR NCR99	Heidi Franczyk	8/25/2017
DEIR NCR100	Judy Frankel	8/25/2017
DEIR NCR101	Emily Gonzales	8/25/2017
DEIR NCR102	Debra Goykhman	8/25/2017
DEIR NCR103	Hadley Graham	8/25/2017
DEIR NCR104	Joyce Hite	8/25/2017
DEIR NCR105	Nicole Howard	8/25/2017

TABLE V1.5-1
LIST OF COMMENTERS ON THE DEIR THAT DO NOT REQUIRE A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
DEIR NCR106	Jody Hubbard	8/25/2017
DEIR NCR107	Amy Mattix	8/25/2017
DEIR NCR108	Meridee Johnson Reynolds	8/25/2017
DEIR NCR109	Thomas Shepherd	8/25/2017
DEIR NCR110	Christine Smedley	8/25/2017
DEIR NCR111	Duane Smith	8/25/2017
DEIR NCR112	Elena Thompson	8/25/2017
DEIR NCR113	Becki Yeomans	8/25/2017
DEIR NCR114	Melissa Betz	8/26/2017
DEIR NCR115	Lisa Callahan	8/26/2017
DEIR NCR116	Jordan Premo	8/26/2017
DEIR NCR117	James Wang	8/26/2017
DEIR NCR118	Paul Jamason	8/27/2017
DEIR NCR119	Sonja Johnson	8/27/2017
DEIR NCR120	Janet Lichterman	8/27/2017
DEIR NCR121	Paul Nevins	8/27/2017
DEIR NCR122	Maggie Rhyne	8/27/2017
DEIR NCR123	Jim Schroder	8/27/2017
DEIR NCR124	Leslie Shaw	8/27/2017
DEIR NCR125	Lisa Skyles	8/27/2017
DEIR NCR126	Lynda Barry	8/28/2017
DEIR NCR127	Jay Berman	8/28/2017
DEIR NCR128	John Bickerton	8/28/2017
DEIR NCR129	Ken Bross	8/28/2017
DEIR NCR130	Mike and Joan Bullock	8/28/2017
DEIR NCR131	Micaela Canton	8/28/2017
DEIR NCR132	Eric Carstensen	8/28/2017
DEIR NCR133	David E. Chavez	8/28/2017
DEIR NCR134	Candice Core	8/28/2017
DEIR NCR135	Donna Davis	8/28/2017

TABLE V1.5-1
LIST OF COMMENTERS ON THE DEIR THAT DO NOT REQUIRE A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
DEIR NCR136	Richard Fox	8/28/2017
DEIR NCR137	Steve and Jayshree Gerken	8/28/2017
DEIR NCR138	Chris Gow	8/28/2017
DEIR NCR139	Theresa Gundlach	8/28/2017
DEIR NCR140	Kristen Johnson	8/28/2017
DEIR NCR141	Robert Jones	8/28/2017
DEIR NCR142	Charlene Kerchevall	8/28/2017
DEIR NCR143	Michele Lisi-Merzi	8/28/2017
DEIR NCR144	Shari Mackin	8/28/2017
DEIR NCR145	Tiler Makin	8/28/2017
DEIR NCR146	Kristina McCay	8/28/2017
DEIR NCR147	Beatrice Moniz	8/28/2017
DEIR NCR148	Kamran Rahbar	8/28/2017
DEIR NCR149	Marcia B. Ratterree	8/28/2017
DEIR NCR150	Laura Ridley	8/28/2017
DEIR NCR151	Bess Aili Singleton	8/28/2017
DEIR NCR152	William Skyles	8/28/2017
DEIR NCR153	Cyan Trujillo	8/28/2017
DEIR NCR154	Richard Trujillo	8/28/2017
DEIR NCR155	Jolie Van Schoik	8/28/2017
DEIR NCR156	John H. Wagner	8/28/2017
DEIR NCR157	No name provided	8/28/2017
DEIR NCR158	Penny Houle	8/29/2017
DEIR NCR159	Marlyss McElroy	8/29/2017
DEIR NCR160	Barbara Metzler	8/29/2017
DEIR NCR161	Jeri Miller	8/29/2017
DEIR NCR162	No name provided	8/29/2017

Master Response for Comments Not Requiring a CEQA Response

The public review period for a DEIR allows for public agencies, Tribal governments, and members of the public to submit comments on the environmental analyses and environmental impacts disclosed in the DEIR for a proposed project. Further, commenters can comment on the adequacy and accuracy of the environmental document as well as suggest revisions to the DEIR and provide additional mitigation measures based on factual arguments. By including the public review period in the Environmental Impact Report (EIR) process, a lead agency can provide full disclosure of the environmental impacts of a project as well as incorporate public input into the project prior to final decision.

Per Section 15088 of the California Environmental Quality Act (CEQA) Guidelines, a lead agency is required to evaluate and respond to comments on the environmental issues received from persons who reviewed the DEIR during the noticed comment period and prepare written responses to those comments. The written response is required to describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response.

The City, as lead agency, acknowledges and appreciates the time and thought that went into each comment letter submitted during the public review and comment period for the Coast Highway Corridor Study Project DEIR. All of the comment letters received for the proposed project have been incorporated into the public record for the proposed project and are included in the FEIR, which will be considered by the City when they deliberate regarding whether to approve the proposed project and the potential details of that project definition. The City, as lead agency, will consider the FEIR, including all comment letters and responses as well as any revisions to the EIR during the City Council's review and consideration of the proposed project, which will occur during public hearings. The City Council will have the opportunity to review and consider each of the comment letters received during the public review period prior to making a final decision on the proposed project.

Section 15204(a) of the CEQA Guidelines state that in reviewing Draft EIRs, persons and public agencies should 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. Further, when responding to comments, lead agencies need only to respond to comments regarding significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure has been made in the EIR.

The City, as lead agency, has provided individual written responses to the comment letters which pertain to specific environmental issues and/or mitigation measures presented within the DEIR in Chapters 3 through 5 of Volume 1 of this FEIR. However, the comment letters listed in

Table V1.5-1 do not comment on any of the environmental analyses presented in the DEIR nor do they pertain to the adequacy or accuracy of the environmental document overall. The majority of these comments are on the project components themselves and express support or opposition to the project. Per Section 15204(a) of the CEQA Guidelines, the City is not required to respond to comments that do not pertain to the project's effects on the environment or the environmental analyses and mitigation measures presented in the DEIR. While individual responses to these comment letters have not been prepared, the City appreciates the public's input on the design of the proposed project and will take these comments into consideration when deciding on any potential project changes or in the selection of the preferred design alternative for the Coast Highway improvements.

FEIR Appendices
Provided on CD

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Volume 2
Response to Comments on the Partially Recirculated Draft Environmental Impact Report (PRDEIR)

V2. CHAPTER 1
Introduction

V2.1.1 Overview of Volume 2

Volume 2 of this Final Environmental Impact Report (FEIR) contains a list of persons, organizations, and public agencies commenting on the Partially Recirculated Draft Environmental Impact Report (PRDEIR); comments received on the PRDEIR; and the City of Oceanside's (City's) responses to significant environmental points raised in those comments. As lead agency, the City exercised its discretion by affording agencies and the general public an opportunity to review additional information incorporated into the DEIR subsequent to the original public review period. The City partially recirculated the DEIR to ensure meaningful opportunity for agency and public input is incorporated into the decision-making process. The public review period for the PRDEIR began on November 14, 2018. Modifications to the DEIR that were presented within the PRDEIR resulted primarily from the requirement for a revised traffic analysis to respond to specific comments raised by the California Department of Transportation (Caltrans) and the addition of a new project alternative.

The PRDEIR included three primary components: (1) an errata to the previously circulated DEIR, which includes minor changes to several sections of the DEIR; (2) several revised DEIR sections in their entirety (Aesthetics, Transportation and Traffic, and Alternatives); and (3) several appendices, which includes the revised Traffic Impact Analysis (TIA) (IBI 2018); the supplemental technical memoranda for Cultural Resources, Air Quality and Greenhouse Gas Emissions, and Noise and Vibration (ESA 2018); and the Coastal View Corridor Assessment Memorandum (City of Oceanside 2018).

V2.1.2 CEQA Requirements for Recirculation

As defined under the California Environmental Quality Act (CEQA) Guidelines Sections 15204 and 15088, response to comments is typically reserved to those that specifically pertain to the sufficiency of an environmental document under CEQA, and ways in which the significant effects of the project might be avoided or mitigated. Public notice and circulation of a Recirculated DEIR is subject to the same notice and consultation requirements that applied to the original DEIR, per CEQA Guidelines Sections 15086 and 15087. Lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith response is made.

V2.1.3 Public Review of the PRDEIR

As previously noted, the City exercised its discretion by affording agencies and the general public an opportunity to review additional information incorporated into the DEIR subsequent to the original public review period. A total of 97 written comment letters were received by the City on the PRDEIR. **Table V2.1-1** lists the individual comment letters received by the City on the PRDEIR.

TABLE V2.1-1
LIST OF COMMENTERS ON THE PRDEIR

Letter #	Commenter	Date of Comment
Chapter 2 – Agency Comments		
PRDEIR A1	San Diego Association of Governments (SANDAG) Seth Litchney, Senior Regional Planner	1/10/2019
PRDEIR A2	California Department of Transportation (Caltrans), Jacob Armstrong, Chief Development Review Branch	1/11/2019
Chapter 3 – Individual Comments		
PRDEIR I1	Henry and Terri Hawthorn	1/9/2019
PRDEIR I2	Shanna Schwarze	1/11/2019
PRDEIR I3	Vince and Colleen Balch	1/13/2019
PRDEIR I4	Greg and Kathy Sampson, Owners of Paradise by the Sea RV Park	1/14/2019
PRDEIR I5	Joel West, Save South O	1/14/2019
PRDEIR I6	Sally Prendergast, Sierra Club North County Coastal Group	1/14/2019
PRDEIR I7	Joel West, Save South O	1/14/2019
PRDEIR I8	Joel West, Save South O	1/14/2019
Chapter 4 – PRDEIR Comments Not Requiring a CEQA Response		
PRDEIR NCR1	Shanna Schwarze	12/3/2018
PRDEIR NCR2	Lynn Cavalluzzi	1/4/2019
PRDEIR NCR3	Lynn Cavalluzzi	1/4/2019
PRDEIR NCR4	Mark and Elisabeth Koonce	1/4/2019
PRDEIR NCR5	Mark and Elisabeth Koonce	1/4/2019
PRDEIR NCR6	Greg Wilson	1/4/2019
PRDEIR NCR7	Nancy Gregory	1/5/2019
PRDEIR NCR8	Nancy Gregory	1/5/2019

Letter #	Commenter	Date of Comment
PRDEIR NCR9	Diana Bailey	1/7/2019
PRDEIR NCR10	Lynda Barry	1/7/2019
PRDEIR NCR11	Richard Fox	1/7/2019
PRDEIR NCR12	Todd Gillum	1/7/2019
PRDEIR NCR13	Todd Gillum	1/7/2019
PRDEIR NCR14	Dieter Steinmetz	1/7/2019
PRDEIR NCR15	Lowell and Carole Berwick	1/8/2019
PRDEIR NCR16	Irene	1/8/2019
PRDEIR NCR17	Vicki L. Krivoski	1/8/2019
PRDEIR NCR18	Constance Levi	1/8/2019
PRDEIR NCR19	Janet Shepherd	1/8/2019
PRDEIR NCR20	Dr. and Mrs. Barry Slipock	1/8/2019
PRDEIR NCR21	Summer Striler	1/8/2019
PRDEIR NCR22	Danny Bower	1/9/2019
PRDEIR NCR23	Leslie Caton	1/9/2019
PRDEIR NCR24	Kathie Chan	1/9/2019
PRDEIR NCR25	Mary Beth Douglas	1/9/2019
PRDEIR NCR26	Shirlene Gustafson	1/9/2019
PRDEIR NCR27	Mary Jackson	1/9/2019
PRDEIR NCR28	Andrew Lasko	1/9/2019
PRDEIR NCR29	Karie Lasko	1/9/2019
PRDEIR NCR30	Meridee Johnson	1/10/2019
PRDEIR NCR31	Nancy Clark	1/10/2019
PRDEIR NCR32	Philip Clark	1/10/2019
PRDEIR NCR33	Maggie Chow Darlymple	1/10/2019
PRDEIR NCR34	G. Bruce and Maggie Darlymple	1/10/2019
PRDEIR NCR35	Bruce Mortland	1/10/2019
PRDEIR NCR36	Judy Gladden	1/11/2019
PRDEIR NCR37	Judy Holston	1/11/2019

Letter #	Commenter	Date of Comment
PRDEIR NCR38	B Pellis	1/11/2019
PRDEIR NCR39	Peg Reilly	1/11/2019
PRDEIR NCR40	Patty Remington	1/11/2019
PRDEIR NCR41	Jennifer Villalpando	1/11/2019
PRDEIR NCR42	Anne Marie Castellano	1/12/2019
PRDEIR NCR43	Kimberly Hemphill	1/12/2019
PRDEIR NCR44	Janet Henderson	1/12/2019
PRDEIR NCR45	Lance Johannsen	1/12/2019
PRDEIR NCR46	Jane McVey	1/12/2019
PRDEIR NCR47	Jeri Miller	1/12/2019
PRDEIR NCR48	Cathryn Reilly	1/12/2019
PRDEIR NCR49	Michael Richardson	1/12/2019
PRDEIR NCR50	Suelle Shea	1/12/2019
PRDEIR NCR51	Richard J. Webb Sr.	1/12/2019
PRDEIR NCR52	Robin Bookey	1/13/2019
PRDEIR NCR53	Kathy Derham	1/13/2019
PRDEIR NCR54	Sylvia Harmon	1/13/2019
PRDEIR NCR55	Paul Hefferlin	1/13/2019
PRDEIR NCR56	Jack and Beth Pence	1/13/2019
PRDEIR NCR57	Aida C. Ryder	1/13/2019
PRDEIR NCR58	Martin Ryder	1/13/2019
PRDEIR NCR59	Tesbern@sbcglobal.net	1/13/2019
PRDEIR NCR60	Dean Baldridge	1/14/2019
PRDEIR NCR61	Bud Beech	1/14/2019
PRDEIR NCR62	Tami Boschee	1/14/2019
PRDEIR NCR63	Richard and Cynthia Trujillo	1/14/2019
PRDEIR NCR64	Zell and Gary Dwelley	1/14/2019
PRDEIR NCR65	John Edington	1/14/2019
PRDEIR NCR66	John Edington	1/14/2019

Letter #	Commenter	Date of Comment
PRDEIR NCR67	Dave Ernst	1/14/2019
PRDEIR NCR68	Kwja Ferguson	1/14/2019
PRDEIR NCR69	Dale Kirkley	1/14/2019
PRDEIR NCR70	James Knott III	1/14/2019
PRDEIR NCR71	Tracy Meyers	1/14/2019
PRDEIR NCR72	Beatrice Moniz	1/14/2019
PRDEIR NCR73	Laura Moser	1/14/2019
PRDEIR NCR74	Charlene Myers	1/14/2019
PRDEIR NCR75	Camille Peca	1/14/2019
PRDEIR NCR76	Alisa Prestie	1/14/2019
PRDEIR NCR77	Suelle Shea	1/14/2019
PRDEIR NCR78	Lisa and William Skyles	1/14/2019
PRDEIR NCR79	Smwsculptor@gmail.com	1/14/2019
PRDEIR NCR80	Elizabeth West	1/14/2019
PRDEIR NCR81	Michael Wilson	1/14/2019
PRDEIR NCR82	Rebecca Yeomans	1/14/2019
PRDEIR NCR83	Petition 1 – BikeWalk Oceanside	11/26/2018
PRDEIR NCR84	Petition 2 – Save South O	1/6/2019
PRDEIR NCR85	Petition 3 – Save South O	1/6/2019
PRDEIR NCR86	Petition 4 – BikeWalk Oceanside	1/14/2019
PRDEIR NCR87	Petition 5 – Save South O	1/15/2019

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V2. CHAPTER 2
PRDEIR – Agency Responses

This chapter contains the comment letters received from public agencies on the proposed Coast Highway Corridor Study Project (project) Partially Recirculated Draft Environmental Impact Report (PRDEIR) and the City of Oceanside's (City's) responses to significant environmental points that were raised in those comments. Each letter, as well as each individual comment within the letter, has been given an assigned letter and number for cross-referencing. Responses are sequenced to reflect the order of comments within each letter. **Table V2.2-1** lists all public agencies who submitted comments on the PRDEIR during the public review period.

TABLE V2.2-1
LIST OF AGENCY COMMENTERS ON THE PRDEIR

Letter No.	Commenter	Date of Comment	Comment Page Number	Response Page Number
PRDEIR A1	San Diego Association of Governments (SANDAG) Seth Litchney, Senior Regional Planner	1/10/2019	V2.2-2	V2.2-5
PRDEIR A2	California Department of Transportation (Caltrans), Jacob Armstrong, Chief Development Review Branch	1/11/2019	V2.2-7	V2.2-19

SANDAG

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

January 10, 2019

File Number 3300300

Mr. John Amberson
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Amberson:

Subject: Coast Highway Corridor Study Recirculated Draft Environmental Impact Report

Thank you for the opportunity to comment on the City of Oceanside's Coast Highway Corridor Study Recirculated Draft Environmental Impact Report (DEIR). The San Diego Association of Governments (SANDAG) is submitting comments based on the policies included in San Diego Forward: The Regional Plan (2015 Regional Plan). These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG comments are submitted from a regional perspective emphasizing the need for better land use and transportation coordination.

PRDEIR A1-001

Smart Growth

SANDAG appreciates that the City of Oceanside has prioritized transit-oriented development and land use changes in the project area that support the goals of the Smart Growth Concept Map and the 2015 Regional Plan. The project site is located in two Smart Growth Opportunity Areas (SGOAs): an Existing/Planned Town Center (OC-1) and an Existing/Planned Mixed-Use Transit Corridor (OC-2). A key goal of the 2015 Regional Plan is to focus growth in SGOAs. Development in these areas supports a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. Furthermore, these areas can support increased transit use, walking, and biking. Please continue facilitating access to planned transit routes and services within the project area.

PRDEIR A1-002

Transportation Demand Management

SANDAG supports the parking and transportation demand management (TDM) strategies laid out in the City of Oceanside Coast Highway Vision Strategic Plan and suggests that they be reflected in the Coast Highway Corridor Study DEIR. The Oceanside Transit Center is an important intermodal hub for the region and was identified as a mobility hub prototype location in the SANDAG Regional Mobility Hub Implementation Strategy. The Coast Highway Corridor Study presents an opportunity to reduce drive-alone trips by promoting shared mobility services (e.g., bikeshare, on-demand rideshare, Neighborhood Electric Vehicles, scootershare, carshare) to connect to popular

PRDEIR A1-003

community destinations and the Oceanside Transit Center. To support shared mobility, the City of Oceanside could designate space within the public right-of-way to accommodate shared mobility vehicles and allocate curb space for safe and convenient rideshare passenger pick-up and drop-off.

The incorporation of TDM strategies that support the mobility hub concept can help mitigate potential traffic impacts identified in the recirculated DEIR. Please continue partnering with iCommute to promote participation in regional TDM programs and services, including the Regional Vanpool Program, the Guaranteed Ride Home service, and transit, biking, and carpool incentive programs. More information on these programs can be found at iCommuteSD.com.

PRDEIR A1-003

Active Transportation

In order to create a facility that is safe and comfortable for all users, please consider constructing Class IV separated bikeways as opposed to Class II buffered bikeways. Parking may be used to create a barrier between the bikeway and the driving lanes. If creating Class IV bikeways is not possible, buffers should be included on both sides of the bikeway, not just the "door-zone" side. The proposed configuration may create a hazard for bicyclists, and the project should consider providing additional protection in the Class II buffered bikeways.

PRDEIR A1-004

Other Considerations

SANDAG has a number of resources that can be used for additional information on or clarification of topics discussed in this letter. The following relevant resources can be found at sandag.org:

- Designing for Smart Growth: Creating Great Places in the San Diego Region
- Parking Strategies for Smart Growth
- Trip Generation for Smart Growth
- Planning and Designing for Pedestrians: Model Guidelines for the San Diego Region
- SANDAG Regional Mobility Hub Implementation Strategy
- SANDAG Regional Parking Management Toolbox
- Riding to 2050: The San Diego Regional Bike Plan

PRDEIR A1-005

When available, please send any additional environmental documents related to this project to:

Intergovernmental Review
c/o SANDAG
401 B Street, Suite 800
San Diego, CA 92101

PRDEIR A1-006

SANDAG appreciates the opportunity to comment on the City of Oceanside's Coast Highway Corridor Study Recirculated DEIR. If you have any questions, please contact me at (619) 699-1943 or seth.litchney@sandag.org.

PRDEIR A1-006

Sincerely,

SETH LITCHNEY
Senior Regional Planner

SLI/KHE/kwa

Letter PRDEIR A1 Response — San Diego Association of Governments (SANDAG) Seth Litchney, Senior Regional Planner January 10, 2019

PRDEIR A1-001 This introductory comment states that the comments included in the SANDAG letter are based on the goals and policies of SANDAG's San Diego Forward: The Regional Plan (Regional Plan) and are submitted from a regional perspective emphasizing the need for better land use and transportation coordination. This comment does not raise any issue concerning the adequacy of the PRDEIR and no further response is required. This comment is included in this Final Environmental Impact Report (FEIR) for consideration by the City prior to making a final decision on the project.

PRDEIR A1-002 This comment expresses that Smart Growth is a key goal of the Regional Plan, where the project supports this goal through proposed implementation of transit-oriented development and land use changes and the Complete Streets improvements. In addition, this comment points out that the project area is located in two Smart Growth Opportunity Areas established in the Regional Plan, where development should be focused. This comment does not raise any issue concerning the adequacy of the PRDEIR and no further response is required.

PRDEIR A1-003 This comment suggests that the parking and transportation demand management (TDM) strategies laid out in the Coast Highway Vision Strategic Plan be incorporated into the PRDEIR. In addition, this comment summarizes the opportunities for shared mobility services between the project and the Oceanside Transit Center, which has been identified as a mobility hub prototype location as part of the SANDAG Regional Mobility Hub Implementation Strategy. While this comment does not raise any issue concerning the adequacy of the DEIR, the City supports the iCommute program and would continue to implement TDM programs, as appropriate, in accordance with City policies established in the Circulation Element of the General Plan and in the City's draft Climate Action Plan (CAP). Specifically, the City has included Policies 4.1 through 4.10 in its Circulation Element that address the City's efforts to promote the integration of TDM programs and the draft CAP calls for the development of a TDM Ordinance and Program. The City appreciates the commenter for participating in this process. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

PRDEIR A1-004 This comment requests that the City consider constructing Class IV separated bikeways as opposed to Class II buffered bikeways and provide parking as a buffer between the bikeway and driving lanes as the proposed

configuration may create hazards for bicyclists. While this comment does not raise any issue concerning the adequacy of the PRDEIR, the City has previously considered constructing a Class IV bike lane along Coast Highway but determined it was infeasible due to the specific conditions of the area and limited available right-of-way. In addition, Class IV bike lanes along Coast Highway would reduce or restrict on-street parking and could potentially cause safety concerns at intersections related to conflicts between bicycles and vehicular traffic. For these reasons, the City has decided to not pursue Class IV bike lanes along Coast Highway. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

PRDEIR A1-005 This comment lists additional SANDAG resources on smart growth and TDM and provides the web address to find these resources online. Because this comment does not raise any issue related to the environmental evaluation of the project, no response is provided.

PRDEIR A1-006 This comment is conclusory in nature and provides an address to send future environmental documents related to the project to. he City will continue to provide any future environmental documentation on this project to the commenter. The City appreciates SANDAG being a part of the environmental and project evaluation process.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
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TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

January 11, 2019

11-SD-5, 76, 78
PM VAR
Coast Highway Corridor Study
SCH#2016051078

Mr. John Amberson
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Dear Mr. Amberson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Recirculated Draft Environmental Impact Report DEIR for the Coast Highway Corridor Study located near Interstate 5 (I-5), State Route 76 (SR-76), and State Route 78 (SR-78). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. PRDEIR A2-001

Caltrans has the following comments:

Traffic Impact Study

- Comparing the existing volumes (Figure 4-1 a & d - Existing (No Project) Peak Hour Volumes) with any of the alternatives with project (Figures 4-3, 4-4- and 4-5 - Existing with Project Alternatives 1-3), volumes did not change for intersections #48 through #56. The study is assuming zero diversion of vehicles to any of the State's facilities with the Project proposal. It is impossible that zero vehicles got diverted to Interstate 5 (I-5). Please justify. PRDEIR A2-002
- It is important to note that as of 2018, there is no funding for the improvements of the Vista Way/SR-78 & I-5 Interchange project. Caltrans will not use this scenario for the review. PRDEIR A2-003
- Comparing Table 4-1 'Existing conditions without Project' with table 5-2 'Future conditions 2035 without Project (Existing SR-78)' for intersections #48 through #56, all future delays improved except the PM Peak Hour for intersection #48, the PM for intersection #50, and the AM/PM for intersection #53. Please justify the decrease. What improvements were done to reduce delays? PRDEIR A2-004

- Comparing Peak Hour Volumes [Figure 4-Id-Existing and Figure 5-2d-Future (Existing SR-78)], please explain how volumes decreased for most of intersections #48 through #56 in the future scenario versus the existing. PRDEIR A2-005
- Section 7.2.1 Project Scenario states that intersection #56 Vista Way /I-5 SB On/Off ramp is not mitigatable. Please document the constraints to validate this determination. PRDEIR A2-006
- Table 7-3 Mitigation Measures - Future with Project (Existing SR-78), states to include two left turn lanes and a shared thru-right lane with a storage length of a 100' for intersection #52 -Oceanside -I-5 SB On/Off Ramp. Please explain. Is this referring to the On/Off ramp section? PRDEIR A2-007
- The Synchro baseline file, Existing and Future scenario, does not work in Sim Traffic. PRDEIR A2-008
- The Synchro baseline file does not reflect the existing lane configuration on SR-76 & I-5 NB On & Off-ramp and SR-76 & I-5 SB On & Off-ramp. Existing condition has only two through lanes throughout this corridor. PRDEIR A2-009
- In the Synchro file for Built out with project scenario, AM & PM, traffic is stuck on SBR movement at intersection #4. PRDEIR A2-0010
- The Synchro file for Built out with project scenario, AM & PM, creates a backup on to the I-5 NB offramp at intersection #53. PRDEIR A2-0011
- The Synchro output files are showing three through lanes for the westbound direction on intersection #49 & #50. It is incorrect, only two lanes are through lanes. Please correct input files and re-analyze. PRDEIR A2-0012
- The Synchro output files are showing a dedicated right turn lane from the eastbound direction at intersection #53 when there isn't an exclusive right turn lane. Please correct input file and re-analyze. PRDEIR A2-0013
- The Synchro output files are showing multiple lanes from different directions at intersection #54 when there is only one lane at each direction for all movements. Please correct input file and re-analyze. PRDEIR A2-0014
- One of the original Caltrans' comments, No. 6 out of 7 on Page 2, dated August 24, 2017 (attached), indicated that Year 2040 or Year 2045, instead of Year 2035, would be more suitable for the future traffic analysis. According to the Caltrans Highway Design Manual (HDM), Chapter 100, Topic 103.2, Design Designation, Design Period, geometric design of new facilitates and reconstruction projects should normally be based on estimated 20 years after completion of construction. One of the options could be that a brief comparison between the Year 2035 in the SANDAG Series 12 with the Year 2040 or 2045 in the SANDAG series 12 or even later series could indicate the current analysis is representative of what is expected to occur with the 2040 to 2045 timeframe. The similar comparisons were made, and the appropriate boilerplate languages were adopted in Final Environmental Impact PRDEIR A2-0015

Report/Environmental Impact Statement and Section 4(f) Evaluation for Interstate 5 North Coast Corridor Project.

PRDEIR A2-0015

Interstate 5

A proposed reduction from 4 lanes to 2 lanes along Coast Highway, as well as the introduction of 7-12 roundabouts, would cause changes in traffic patterns and could divert additional traffic towards the I-5 ramp intersections at these six locations.

PRDEIR A2-0016

State Route 76 and Coast Highway

Since the Caltrans Right-of-Way (R/W) extends into this intersection and the southbound ramps are located approximately 600 feet east of the intersection, an exhibit displaying the anticipated construction limits of the proposed roundabout would aid in further analysis. Caltrans and the City of Oceanside currently split ownership of the intersection of North Coast Highway and SR-76.

Relinquishment of the state's R/W here to the City of Oceanside will be needed to construct the roundabout. More detailed geometrics will need to be provided to evaluate full impacts to the state highway.

PRDEIR A2-0017

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements (http://www.dot.ca.gov/trafficops/ice.html).

PRDEIR A2-0018

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation system. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Oceanside, is encouraged.

PRDEIR A2-0019

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards. PRDEIR A2-020

Right-of-Way

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans's R/W, and any corresponding technical studies. PRDEIR A2-021

If you have any questions, please contact IGR Coordinator Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to Kimberly.Dodson@dot.ca.gov PRDEIR A2-022

Sincerely,

JACOB ARMSTRONG, Branch Chief
Local Development and Intergovernmental Review Branch

Enclosure

ATTACHMENT 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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4050 TAYLOR STREET, MS-240
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PHONE (619) 688-6968
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

August 24, 2017

11-SD-5, 76, 78
PM VAR
Coast Highway Corridor Study
SCH# 2016051078

Mr. John Amberson
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Dear Mr. Amberson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for the Coast Highway Corridor Study located near Interstate 5 (I-5), State Route 76 (SR-76), and State Route 78 (SR-78). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

Traffic Impact Study

1. Comparing the existing condition with the existing plus project, there are two intersections that have been identified as being impacted with the project – Oceanside Boulevard/Coast Highway and Cassidy Street/Coast Highway. Comparing the future condition with the future condition plus project, there are ten intersections that have been identified as being impacted with the project – among them are Oceanside Boulevard/Coast Highway, Cassidy Street/Coast Highway, Vista Way/Coast Highway, Vista Way/Ditmar Street, and Vista Way/Stewart Street. Since the addition of the project may affect the traffic flow in both the existing and future conditions, the State requests to add the following intersections to your analysis in order to determine if these impacts will affect the State's facilities:
    (1) I-5/Mission Ave Southbound (SB)& Northbound (NB) ramps
    (2) I-5/Oceanside Boulevard SB & NB ramps
    (3) I-5/California Street NB On-ramp
    (4) I-5/Cassidy Street SB ramps
    (5) I-5/Vista Way/SR-78 SB & NB ramps

ATTACHMENT 1

2. Synchro output sheets state that the 2000 Highway Capacity Manual (HCM) is being used instead of the 2010 HCM. The TIS report states that the 2010 HCM was used to do the analysis. Synchro output sheets should also be using the 2010 HCM.

3. The Synchro output sheets for the Existing plus Project AM Peak hour are labeled PM Peak hour. Some of the labels, for the Synchro data in the Traffic Study in Appendix F, at the bottom of the sheet are incorrect. Several sheets were mislabeled as "Existing Project-PM Peak Hour", but are in fact the AM peak hour and/or a different study scenario. These errors need to be corrected for review of this document.

4. The development levels for the Coast Highway Project Corridor are above those currently forecasted and approved in the Regional Transportation Plan (RTP). As stated in volume 3, Appendix F (for more details please refer to the contents on Page 85), the land use changes, which are foundations for modeling and forecasting of future traffic volumes, are admittedly more significant than what was been accepted and approved by the current RTP. The increased project growth is at least partly based on the land use scenario proposed in the Modified Coast Highway Vision and Strategic Plan (CHVSP), which has not yet been formally adopted by the City of Oceanside. The "higher-than-the-expected" land use changes could have negative impacts to traffic metrics, such as vehicle miles traveled (VMT). In turn, it would cause direct traffic impacts on the neighboring freeways, namely I-5, SR-76, and SR-78. Even though the welcoming complete street components are included, the increased traffic volumes have been demonstrated by the Draft Traffic Impact Study when the existing with and without project (2008), and the future with and without project (2035) are compared.

5. In the light of the previous comment, please provide more comprehensive traffic analysis based on the Alternative 1 and 2, and No Build for the following interchange/ intersection locations along I-5 freeway:
    1. SR-76
    2. Mission Avenue
    3. Oceanside Boulevard
    4. SR-78/Vista Way

6. Considering the 20-year design life, would 2040 be more suitable for the future traffic analysis? The latest SANDAG Regional Transportation Models contain Year 2012, 2014, 2016, 2020rc (Revenue Constrained), 2025rc, 2030rc, 2040rc, 2045rc, and 2050rc.

7. Please clarify which version of SANDAG Regional Transportation Models has been used for developing the future traffic data analysis. If the current Activity Based Model (ABM) models are being employed, describe what the Peak Hour Factors are for calculating the Peak Hour Volumes since ABM models in general don't provide such datasets.

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Interstate 5

The potential impacts to Interstate 5 were not analyzed or discussed in this draft document. Several interchanges are located east of Coast Highway, including those at Harbor Drive, SR-76, Mission Avenue, Oceanside Boulevard, Cassidy Street and SR-78.

A proposed reduction from 4 lanes to 2 lanes along Coast Highway, as well as the introduction of 7-12 roundabouts, would cause changes in traffic patterns and could divert additional traffic towards the I-5 ramp intersections at these six locations.

State Route 76 and Coast Highway

The Traffic analysis included in the Draft EIR for the proposed roundabouts at the SR-76/Coast Highway intersection (600 feet away from the first proposed roundabout) did not include a study of the ramp intersections and/or roadway segments at the I-5/SR-76 interchange. A study is needed to determine the potential impacts to the I-5/SR-76 interchange and its associated ramps as well as the ramp signal's impacts to the roundabout.

Since the Caltrans R/W extends into this intersection and the southbound ramps are located approximately 600 feet east of the intersection, an exhibit displaying the anticipated construction limits of the proposed roundabout would aid in further analysis. Caltrans and the City of Oceanside currently split ownership of the intersection of North Coast Highway and SR-76. Relinquishment of the state's R/W here to the City of Oceanside will be needed to construct the roundabout. More detailed geometrics will need to be provided to evaluate full impacts to the state highway.

Vista Way and State Route 78

The SR-78/Vista Way signalized intersection has not been analyzed to identify the potential traffic impacts from this proposed project. A change in roadway configuration and traffic patterns along Coast Highway could increase traffic congestion along Vista Way, between Coast Highway and I-5.

Caltrans receives complaints from local residents on a regular basis concerning the traffic congestion on Vista Way between Coast Highway and the SR-78 interchange. A queuing analysis is needed to determine any increase to congestion along Vista Way during peak hour periods, as well as the effects of any proposed improvements at Ditmar and Vista Way.

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Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation system. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Oceanside, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation system integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

Mitigation

Caltrans is currently in the planning stage for the I-5/ SR-78 interchange project, which would modify the interchange to improve traffic operations and provide better connectivity to the I-5 North Coast Corridor project that would widen Interstate 5 through the City of Oceanside's city limits. This proposed City project directly effects the I-5/SR-78 interchange project. Mitigation measures should be included in the City's DEIR for these impacts.

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

ATTACHMENT 1

Mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02). Alternative intersection design(s) will need to be considered in accordance with the ICE policy. Please refer to the policy for more information and requirements.
http://www.dot.ca.gov/trafficops/ice.html

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans's R/W, and any corresponding technical studies.

If you have any questions, please contact IGR Coordinator Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

ROY ABBOUD, Acting Branch Chief
Local Development and Intergovernmental Review Branch

ATTACHMENT 1

ATTACHMENT 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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PLANNING DIVISION
4050 TAYLOR STREET, M.S. 240
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FAX (619) 688-4299
TTY 711

Serious drought.
Help save water!

July 6, 2016

11-SD-5 and 76
PM VAR
Coast Highway Corridor Study (GPA 16-00001)
NOP/SCH#2016051078

Mr. John Amberson
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054

Dear Mr. Amberson:

The California Department of Transportation (Caltrans) received a copy of the Notice of Preparation for the proposed Coast Highway Corridor Study (GPA 16-00001) Project located near I-5 and SR-76. Caltrans has the following comments:

- A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. Please provide project distribution analysis of with and without project for I-5.

- It is recommended that Caltrans relinquish state R/W within the Coast Highway Corridor Projects proposed roundabout location at the SR-76 intersection. Caltrans R/W line should be reset to outside of the proposed roundabout so the City of Oceanside has complete control and can maintain the proposed roundabout. If the roundabout remains in Caltrans R/W and requires discretionary review and approval by Caltrans, further analysis will be required based on Caltrans Intersection Control Evaluation (ICE) policy: http://www.dot.ca.gov/hq/traffops/liaisons/ice.html.

- Any work performed within Caltrans Right-of-Way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts with the Caltrans' R/W, and any corresponding technical studies. Please see Section 600 of the Encroachment Permits Manual for requirements regarding utilities and state R/W:
  http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/manual/Chapter_6.pdf

ATTACHMENT 1

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to kimberly.dodson@dot.ca.gov.

Sincerely,

JACOB ARMSTRONG, Chief
Development Review Branch

Letter PRDEIR A2 Response — California Department of Transportation (Caltrans) Jacob Armstrong, Chief Development Review Branch January 11, 2019

PRDEIR A2-001 This introductory comment describes the facilities in the project area which are under Caltrans jurisdiction and states that the Local Development-Intergovernmental Reviews Program reviews land use projects, which includes the project. This comment does not raise any issue concerning the environmental evaluation contained in the PRDEIR.

PRDEIR A2-002 This comment states that traffic volumes for Intersections 48 through 56 do not change between the no project scenario and the project and alternatives for existing and future conditions. In addition, this comment also states that the Traffic Engineer incorrectly assumed a zero diversion of vehicles to State facilities with project implementation and requests justification for this assumption.

As noted in the revised TIA (2018) prepared in support of PRDEIR, the proposed project involves the reconfiguration of Coast Highway into a complete street that accommodates all modes of travel. No new land use development is proposed as part of the project. The Incentive District proposed as part of the project is a tool proposed by the City to focus new development in the corridor in targeted locations, but the Incentive District does not change the General Plan land use designations or development capacity previously adopted by the City. Given this condition, the analysis of the Existing with Project traffic scenario assumes no increase in traffic volumes resulting from new land use development. Instead, the analysis assumes consistent existing traffic volumes to existing condition. Because traffic volumes along Coast Highway in the existing condition are below the capacity of a two-lane divided collector roadway, no diversion to the I-5 corridor is anticipated. No revisions to the PRDEIR are required in response to this comment.

PRDEIR A2-003 This comment notes that as 2018 there is no funding for the improvements of the Vista Way/SR 78 & I-5 Interchange Project. The revised TIA (2018) prepared for the PRDEIR re-evaluated all traffic scenarios without implementation of the future improvements to the Vista Way/SR-78 & I-5 interchange and included the results of the new analysis in Section 3.14, *Transportation and Traffic*, and in the appendices of the PRDEIR. The City understands Caltrans's comment and concurs that the evaluation should be based on the scenarios without implementation of the future improvements to the Vista Way/SR 78 and I-5 interchange, per the revisions to the traffic analysis found in the PRDEIR.

PRDEIR A2-004 This comment states that when comparing the Existing Conditions without Project (shown in Table 4-1 of revised TIA (2018)) with the Future Conditions without Project (Existing SR 78) (shown in Table 5-2 of revised TIA (2018)) for intersections #48 through #56, all future delays improved except the PM Peak Hour for intersection #48, the PM for intersection #50, and the AM/PM for intersection #53 and requests clarification on what improvements are proposed to reduce delays. The improvement in LOS evident in the analysis is largely due to decreases in forecasted volumes at these intersections. The Future Year 2035 without Project forecast traffic volumes were obtained from the SANDAG Series 12 traffic model, which used the existing configuration of the Vista Way/SR-78 & I-5 interchange.

PRDEIR A2-005 This comment requests clarification on how peak hour traffic volumes decreased for most of intersections #48 through #56 in the future scenario versus the existing when comparing Figures 4-1d and 5-2d of the revised TIA (2018). Please refer to response PRDEIR A2-004 for the response to this comment.

PRDEIR A2-006 This comment states that Section 7.2.1, Project Scenario, of the revised TIA (2018) concluded that the intersection #56 Vista Way/I-5 SB On/Off Ramps is not mitigatable and requests the constraints that validate this determination. Intersection 56 is not mitigatable due to right-of-way (ROW) constraints. The northbound right turn (NBR) and westbound left turn (WBL) are critical turning movements and should be maintained. Westbound receiving lane is only one lane and does not have space to be widened. In addition, the NBR receiving lanes are on a bridge which is unfeasible to widen. For these reasons, the revised TIA (2018) concluded that impacts to Intersection 56 were not mitigatable.

PRDEIR A2-007 This comment refers to Table 7-3, Mitigation Measures - Future with Project (Existing SR 78), in the revised TIA (2018) which states to include two left turn lanes and a shared thru-right lane with a storage length of a 100 feet for Intersection #52 (Oceanside -1-5 SB On/Off Ramp) and requests clarification on if the mitigation is referring to the On-/Off-Ramp section. The mitigation measures referenced in the comment refers to the southbound On-/Off-Ramps, where the 100-foot storage length is for the shared thru-right lane.

PRDEIR A2-008 This comment states that the Synchro baseline file, Existing and Future scenario, does not work in Sim Traffic. In response to this comment, the file errors have been fixed so Sim Traffic now functions in all scenarios. The new worksheets have been included in the final revised TIA (2018) provided in this FEIR.

PRDEIR A2-009 This comment states that the Synchro baseline file does not reflect the existing lane configuration on SR 76 & 1-5 SB On-/Off-ramps (Intersection

49) and SR 76 & 1-5 NB On-/Off-ramps (Intersection 50) and that the existing condition has only two through lanes throughout this corridor. For the Synchro files for Intersection 49, the through lanes on SR 76 were reduced to two lanes in each direction due to slip ramps for all scenarios. For the Synchro files for Intersection 50, the through lanes on SR 76 have been reduced to two lanes in each direction for all traffic scenarios in the revised TIA (2018), except Alternative 3. The new Synchro files have been included in the final revised TIA (2018) provided in this FEIR.

PRDEIR A2-010 This comment states that the Synchro file for Built out with project scenario, AM and PM, traffic is stuck on southbound right (SBR) movement at Intersection #4. In response to this comment, the Synchro file have been revised with updated timings to allow SBR movements. The new Synchro files have been included in the final revised TIA (2018) provided in this FEIR.

PRDEIR A2-011 This comment states that the Synchro file for Built out with project scenario, AM and PM, creates a backup on to the 1-5 NB off-ramp at intersection #53. In response to this comment, the Synchro file have been revised to remove this back-up. The new Synchro files have been included in the final revised TIA (2018) provided in this FEIR.

PRDEIR A2-012 This comment states that the revised TIA (2018) includes incorrect Synchro output files that show three through lanes for the westbound direction on intersection 49 and 50 and requests that the input files are fixed and reanalyzed. For the Synchro files for Intersection 49, the through lanes on SR 76 were reduced to two lanes in each direction due to slip ramps for all scenarios. For the Synchro files for Intersection 50, the through lanes on SR 76 have been reduced to two lanes in each direction for all traffic scenarios in the revised TIA (2018), except Alternative 3. The new Synchro files have been included in the final revised TIA (2018) provided in this FEIR.

PRDEIR A2-013 This comment states that the Synchro output files incorrectly show a dedicated right turn lane from the eastbound direction at Intersection #53, where there isn't an exclusive right turn lane, and requests that the input files are fixed and reanalyzed. The Synchro files for Intersection 53 were updated to remove the eastbound dedicated right-turn lane, and change the eastbound configuration to be one left-turn lane, one through lane, and one through-right lane for all traffic scenarios. The new Synchro files have been included in the final revised TIA (2018) provided in this FEIR.

PRDEIR A2-014 This comment states that the Synchro output files incorrectly show multiple lanes from different directions at Intersection 54, where there is only one lane at each direction for all movements, and requests that the input files are fixed and reanalyzed. The Synchro files for Intersection 54 were updated to change

the approach lane configurations to a single shared left-/through-/right-lane for all directions in all traffic scenarios. The new Synchro files have been included in the final revised TIA (2018) provided in this FEIR.

PRDEIR A2-015 This comment references one of the original Caltrans' comments on the DEIR (No. 6 out of 7 on Page 2, dated August 24, 2017) which indicated that Year 2040 or Year 2045, instead of Year 2035, would be more suitable for the future traffic analysis for the project. The comment provides an option to justify the use of Year 2035 is a brief comparison between the Year 2035 in the SANDAG Series 12 with the Year 2040 or 2045 in the SANDAG series 12 or even later series could indicate the current analysis is representative of what is expected to occur with the 2040 to 2045 timeframe, which the commenter states a similar analysis was provided in the I-5 North Coast EIR.

In response to this comment, a screenline analysis was conducted for the proposed project similar to the I-5 North Coast EIR. The screenline analysis was performed at 10 locations on major roadways and 5 locations on I-5 along the corridor. The analysis was performed using the Series 12 data provided by SANDAG online in the Transportation Forecast Information Center (TFIC) (tfic.sandag.org). When comparing the adjusted Series 12 volumes from 2035 to 2050, there is an average increase of 12 percent and 2 percent at freeway locations and key roadways, respectively. Using these values as a base for interpolation: the average increase from 2035 to 2040 is expected to be 4 percent and 0.67 percent for freeway locations and key roadways, respectively; the average increase from 2035 to 2045 is expected to be 8 percent and 1.33 percent for freeway locations and key roadways, respectively. Considering the small difference in 2035-2045 volumes forecast by the Series 12 model, it is believed that the 2035 volumes used in the traffic analysis are comparable to those which are expected for the years 2040 and 2045. Therefore, the use of year 2035 is justified as an appropriate planning horizon for the project. No revisions to the EIR are required in response to this comment.

PRDEIR A2-016 This comment states the proposed reduction from four lanes to two lanes along Coast Highway, as well as the introduction of 7 to 12 roundabouts, would cause changes in traffic patterns and could divert additional traffic towards the 1-5 ramp intersections at these six locations. Given the complexity of the model forecast for the Year 2035 used in the revised TIA (2018), which considers both potential diversion of traffic from Coast Highway to parallel routes such as I-5 and trips generated by anticipated development under the Incentive District, it is difficult to ascertain whether the increases in traffic volumes at the Caltrans ramps are caused more by diversion or more by the increased development/growth assumptions for the future traffic scenarios. However, through the use of the SANDAG Series 12 model, which incorporates these assumptions about traffic redistribution and

development growth, the proposed project and the alternatives analyzed are projected to result in changes to traffic volumes at all I-5 ramp intersections within the city of Oceanside. The revised TIA (2018) assessed these forecasted changes based on the SANDAG Series 12 model, which used the existing configuration of Vista Way/SR-78 & I-5 interchange, and presented the results of those modeled forecast conditions, which are also included in the analysis in Section 3.14, *Transportation and Traffic*, of the PRDEIR. As identified in the revised TIA (2018) and PRDEIR, significant traffic impacts are expected to occur at the following ramp intersections under each scenario:

Year 2035 With Project

- I-5 SB On-/Off-Ramps & Oceanside Boulevard
- I-5 SB On-/Off-Ramps & Vista Way

Year 2035 Alternative 1

- I-5 SB On-/Off-Ramps & Oceanside Boulevard
- I-5 SB On-/Off-Ramps & Vista Way

Year 2035 Alternative 2

- I-5 SB On-/Off-Ramps & Oceanside Boulevard
- I-5 SB On-/Off-Ramps & Vista Way

Year 2035 Alternative 3

- I-5 SB On-/Off-Ramps & Oceanside Boulevard

For these locations where significant impacts are forecasted to occur, mitigation measures have also been identified to reduce traffic impacts to the lowest extent feasible.

PRDEIR A2-017 This comment states that since the Caltrans ROW extends into the intersection of SR 76 and Coast Highway and the southbound ramps are located approximately 600 feet east of this intersection, an exhibit displaying the anticipated construction limits of the proposed roundabout would aid in further analysis. Furthermore, this comment states that both Caltrans and the City currently split ownership of the intersection of North Coast Highway and SR 76, where Caltrans would need more detailed geometrics to relinquish the State's ROW at this intersection.

The City has prepared 30 percent preliminary engineering design plans as part of the Coast Highway Corridor Study, separate from the EIR. Design considerations for this location would be finalized as the design phase of the project progresses, where the City would continue to coordinate with

Caltrans. Once the engineering design phase has progressed further, the City would provide Caltrans more detailed geometrics and an exhibit showing the construction limits for this intersection to obtain Caltrans' approval of the relinquishment of the ROW to the City at this location.

PRDEIR A2-018 This comment states that mitigation measures for proposed intersection modifications are subject to the Caltrans Intersection Control Evaluation (ICE) policy (Traffic Operation Policy Directive 13-02), where alternative intersection design(s) will also need to be considered in accordance with the ICE policy. This comment also provides the website for the ICE policy and additional information. The City appreciates this additional information and will ensure consistency with ICE policy.

PRDEIR A2-019 This comment expresses the commenter's view that transportation projects are an opportunity improve safety, access, and mobility for all travelers in California and recommends early coordination between Caltrans and the City to discuss any locations the project may affect that straddle both jurisdictions. The City acknowledges the commenter's recommendation and would continue to coordinate with Caltrans as the project progresses.

PRDEIR A2-020 This comment states that direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to CEQA and the National Environmental Policy Act (NEPA). As documented in the PRDEIR, all impacts to the State Highway System associated with project implementation would be mitigated the fullest extent possible with adoption of the mitigation measures outlined in the EIR. Prior to approval of the project or any of the project alternatives the City would also need to demonstrate that the benefits of the project outweigh the environmental consequences of the project (through the Findings of Fact and Statement of Overriding Considerations). While the proposed project is required to undergo environmental review under CEQA due to its location within California, since the project does not include federal land, funds, approval, or permit, the project is not subject to environmental review under NEPA.

PRDEIR A2-021 This comment states that any work within Caltrans ROW for the project would require discretionary review and approval by Caltrans and requires obtaining an encroachment permit prior to construction. Furthermore, this comment states that as part of the encroachment permit process, the City must provide an approved final environmental document including the CEQA determination addressing any environmental impacts within the Caltrans's ROW, and any corresponding technical studies. This comment is not specifically on the PRDEIR. The City is required to certify the EIR prior to approval of the project. Only after this step occurs and the design of the project is complete would the City approach Caltrans for an encroachment permit or relinquishment of ROW.

PRDEIR A2-022 This comment is conclusory in nature and provides the commenter's contact information. The City will continue to provide any future environmental documentation on this project to the commenter. The City appreciates Caltrans being a part of the Oceanside Coast Highway Corridor Study process.

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V2. CHAPTER 3
PRDEIR – Individual Responses

This chapter contains the comment letters received from members of the public, including organizations and individuals, on the proposed Coast Highway Corridor Study Project (project) Partially Recirculated Draft Environmental Impact Report (PRDEIR) and the City of Oceanside's (City's) responses to significant environmental points that were raised in those comments. Each letter, as well as each individual comment within the letter, has been given an assigned letter and number for cross-referencing. Responses are sequenced to reflect the order of comments within each letter. **Table V2.3-1** lists all individuals and organizations who submitted comment letters on the proposed project during the public review period of the PRDEIR.

TABLE V2.3-1
LIST OF INDIVIDUAL COMMENTERS ON THE PRDEIR

Letter No.	Commenter	Date of Comment	Comment Page Number	Response Page Number
PRDEIR I1	Henry and Terri Hawthorn	1/9/2019	V2.3-2	V2.3-4
PRDEIR I2	Shanna Schwarze	1/11/2019	V2.3-6	V2.3-7
PRDEIR I3	Vince and Colleen Balch	1/13/2019	V2.3-10	V2.3-12
PRDEIR I4	Greg and Kathy Sampson, Owners of Paradise by the Sea RV Park	1/14/2019	V2.3-15	V2.3-22
PRDEIR I5	Joel West, Save South O	1/14/2019	V2.3-24	V2.3-26
PRDEIR I6	Sally Prendergast, Sierra Club North County Coastal Group	1/14/2019	V2.3-28	V2.3-29
PRDEIR I7	Joel West, Save South O	1/14/2019	V2.3-31	V2.3-33
PRDEIR I8	Joel West, Save South O	1/14/2019	V2.3-35	V2.3-36

From: Gus Hawthorn <gushawthorn@gmail.com>
Sent: Wednesday, January 09, 2019 7:28 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>; City Council <Council@ci.oceanside.ca.us>
Subject: Coast Highway Corridor Plan

Dear Mr. Amberson and Members of the City Council,

The Coast Highway Corridor Plan is a great opportunity for needed improvements, especially if it extends to south to at least Vista Way. However, please consider the following three areas of concern as input for the Coast Highway Corridor Plan. PRDEIR I1-001

Public Safety

As do other La Salina Mobile Village residents, we go to the beach and back nearly every day, crossing the Coast highway twice each time. When the weather is nice we cross more often. The change to two lanes has slowed traffic, reduced noise and made our crossings much easier and safer. In the interest of public safety, please include the existing Coast Highway bike lanes from Morse to Oceanside Boulevard and the proposed crosswalk to the Loma Alta Creek beach path in the plan. Adding a crosswalk lined up with, or close to, the Loma Alta Creek beach path would greatly improve pedestrian safety in two ways. First, it would eliminate unsafe jaywalking that occurs as pedestrians cross the highway to get to and from the beach path. Jaywalking occurs because the only two controlled places to cross are the intersections at Morse and Oceanside Boulevard, both far from the path to the beach. Second, the crosswalk would encourage people to use the path instead of walking west to the end of Morse, down the dirt bank and across the railroad tracks to Buccaneer Park and the beach. Pedestrian traffic will also increase with the proposed beautification of the creek between the highway and railroad. Crossing the tracks is not only illegal, it is dangerous. The inclusion of the bike and traffic lanes, as currently configured, and the crosswalk will improve safety and the quality of life for residents of La Salina and surrounding neighborhoods. Importantly, doing so will also provide a safe route for children walking and riding their bikes to school. PRDEIR I1-002

With regard to roundabouts at intersections I find them acceptable from a driving standpoint but they must include provisions for safe crossing by pedestrians, including those who are blind. Provisions for pedestrian crossing may be in the plan but if not they need to be included. PRDEIR I1-003

Traffic Flow

At the March 29, 2017, workshop one of the speakers stated that it took an excessive amount of time to enter Coast Highway traffic due to the single lane in each direction. That is not our experience based on entering and leaving La Salina Mobile Village numerous times over the years. We have entered the stream of cars as we leave La Salina Mobile at those times when vehicles stretch from Morse to Oceanside Boulevard, often in both directions. It never takes more than a minute or a minute and a half, if that long. The traffic is not always dense but when it is, without fail, someone in traffic yields and lets us in. Granted it may be more difficult in an RV but as the owner of Oceanside RV Park stated, it is not a big problem. The owner of Paradise by the Sea RV Park stated that they have on the order of 3,000 RVs entering and leaving the park each year. That means, on the average since it is a 24/7 year-round business, they have 8 RVs a day entering and leaving. Important too is that the RVs do not all enter or leave at the same time. Check in time is from 2:00 PM to11:00 PM, a nine-hour window. Check out time is from 7:00 AM to 11:00 AM, a four-hour window. There will be some that leave at a high traffic time but those entering and leaving Oceanside RV Park across the street face the same traffic and, as noted above, the owner stated that it is not a big problem. Also, at the same workshop, mention was made that it took 10 minutes to get from “the dip” to Rite Aid at Oceanside Boulevard. I have made the drive from La Salina to Rite Aid numerous times and can tell you that it never has it taken me that long, even at heavy traffic times. The chart and data provided by resident Mindy Martin (same as requested by Mayor Wood and the City Council at that time) supports the fact that the single lane of traffic in each direction has not resulted in unacceptable travel times. The inclusion of roundabouts could improve travel times. PRDEIR I1-004

Building Heights

The maximum building height of 65 feet is not acceptable. The height detracts from, as one resident at the workshop described it, the ”beachy” look and feel of the Coast Highway and adjacent neighborhoods. Single story construction is much more conducive to keeping the coastal look and feel. Development must not turn the highway, in particular from Vista Way to Oceanside Boulevard, into a “canyon”.

PRDEIR I1-005

In closing we would ask that our comments stated above be given serious consideration and included as input for the Coast Highway Corridor Plan. Addressing our concerns will enhance the plan and the resulting development will turn the corridor in to a destination for Oceanside visitors and a place of pride for residents.

PRDEIR I1-006

Respectfully,

Henry Hawthorn

Terri Hawthorn

110 Sherri Lane Oceanside, CA 92054

January 9, 2017

Letter PRDEIR I1 Response

Henry and Teri Hawthorn January 10, 2019

PRDEIR I1-001 This comment expresses support for the project as it allows for needed improvements along the Coast Highway corridor but also presents three areas of concern to be included in the project. While this comment does not specifically address the adequacy or accuracy of the environmental analysis provided in the PRDEIR, the City appreciates the commenters' support of the proposed project and this comment is included in this FEIR to be considered by the City prior to making a final decision on the project.

PRDEIR I1-002 This comment expresses concern for public safety as pedestrians illegally cross Coast Highway and recommends that the project includes bike lanes from Morse Street to Oceanside Boulevard along with a crosswalk to the Loma Alta Creek beach path as means to improve pedestrian connectivity and safety. The City has prepared 30 percent preliminary engineering design plans as part of the Coast Highway Corridor Study, separate from the Environmental Impact Report (EIR). These preliminary design plans include a crosswalk to the Loma Alta Creek beach path and a bike lane from Morse Street to Oceanside Boulevard.

PRDEIR I1-003 This comment states that while roundabouts are acceptable from a driving standpoint, they must also be designed with provisions for safe crossing by pedestrians, including the blind, where these provisions have been incorporated into the design plans. As stated in Section 3.14, *Transportation and Traffic*, of the PRDEIR, the environmental analysis included the incorporation of recommended design features from the National Cooperative Highway Research Program (NCHRP) Report 674, Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities to addresses issues with crossing safety at roundabouts for blind and visually impaired pedestrians (refer to page 3.14-47 of the PRDEIR). While the design of the Complete Streets improvements, including the roundabouts, is preliminary, the City of Oceanside would evaluate and consider the additional design features identified above during final design stages of the project.

PRDEIR I1-004 This comment provides the commenter's opinion and observations on the existing traffic conditions around the La Salina Mobile Village area and states that traffic volumes and flows caused by the City's pilot study (referred to as "the dip") has not resulted in unacceptable travel time in the commenter's opinion. Furthermore, this comment also states that travel time could be improved with the installation of roundabouts. While this comment does not specifically address the adequacy or accuracy of the

environmental analysis provided in the PRDEIR, the City appreciates the commenters' support of the inclusion of roundabouts along Coast Highway and this comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

PRDEIR I1-005 This comment expresses that a maximum building height of 65 feet is not supported the commenter and further expands upon this opinion. As discussed in Section 3.1, *Aesthetics*, of the PRDEIR, operation of the Incentive District would allow increased height of buildings only in the Node areas with discretionary approval up to a maximum of 65 feet compared to the existing limit of 45 feet. The Incentive District would also establish regulations intended to promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms. Therefore, as projects are submitted to the City for approval under the Incentive District, the City's planning process would ensure that building heights are varied to avoid a "canyon" effect in the Node areas.

PRDEIR I1-006 This comment requests that the City give serious consideration to their submitted comments. The comments are included in this FEIR for consideration by the City prior to making a final decision on the project.

From: Shanna Schwarze <shannaschwarze@gmail.com>
Sent: Friday, January 11, 2019 3:24 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: NO Oceanside road diet

Hi John,
I would like to register my disapproval with the proposed Oceanside road diet to go through all of Coast Hwy. I urgently request a "no change" decision. PRDEIR I2-001

Here are the reasons this terrible idea needs to be stopped:

SAFETY

1) In the past 5 years there have been 3 fatalities along this stretch. 2 of those resulting from drunk drivers (which road diets would not stop). PRDEIR I2-002

EMERGENCY RESPONSE

1)The entire neighborhood west of the 5 Fwy relies on two fire stations for emergency response. The only road that connects the entire neighborhood north to south is Coast Highway.

a) You proposed "roundabouts" but fire engines and ambulances still have to slow down considerably, practically to a stop, to mount the curb of the roundabouts, therefore they will affect emergency response times.

b) Austin Assistant Fire Chief Leslie Bunte has calculated that for every life saved due to "traffic calming" *37 will be lost due to a 30 second delay* in emergency response. A road diet on coast highway will reduce emergency response times as emergency vehicles will be stuck in the traffic created by the road diet. PRDEIR I2-003

c) In addition, Oceanside has a large blind population and the roundabouts do not provide safe access across the street for the blind. {Violates Americans with Disabilities Act} PRDEIR I2-004

BUSINESS IMPACT

1) The City of Oceanside has not said how the road diet will impact parking – either less or more. A healthy economy needs parking spaces for the businesses! PRDEIR I2-005

2) Oceanside business owners have said they rely on local residents for 60% of their yearly business. Oceanside cannot depend on summer tourism alone!

3) you close off Oceanside to all residents east of the 5, they will simply go to Carlsbad or Vista. This is a thriving area - why would you send residents to other cities? PRDEIR I2-006

Instead, please just finish the coastal rail trail. That's the area that bike riders want - not Coast Highway. PRDEIR I2-007

Thank you,
Shanna Schwarze
Resident, registered voter

Letter PRDEIR I2 Response — Shanna Schwarze January 11, 2019

PRDEIR I2-001 This introductory comment expressed opposition of the Coast Highway Corridor Study road diet and requests a "no change" decision on the project. The City acknowledges the comment and notes the opposition to the proposed roadway diet along Coast Highway. However, the comment does not raise any issue concerning the adequacy of the PRDEIR. This comment is included in this FEIR for consideration by the City prior to making final decision on the project.

PRDEIR I2-002 This comment states that there have been three fatalities along Coast Highway in the last 5 years, two of which were the result from drunk driving. This comment does not raise any issue concerning the adequacy of the PRDEIR and no further response is required.

PRDEIR I2-003 This comment states that emergency response times would be affected with implementation of the project due to the installation of roundabouts, and emergency vehicles would be stuck in the increased traffic caused by the road diet. This comment also included a quote from Austin Assistant Fire Chief Leslie Bunte that states, "for every life saved due to 'traffic calming' 37 lives will be lost due to a 30-second delay in emergency response."

As stated in Section 3.14, *Transportation and Traffic*, of the PRDEIR and Section 3.12, *Public Services*, of the DEIR, construction of the Complete Streets improvements would not occur simultaneously throughout the corridor and would be required to implement a Traffic Control Plan during all partial roadway closures to ensure emergency access is not restricted. In addition, once the project is approved, the Oceanside Fire Department would continue to be part of the design process of the Complete Streets improvements, ensuring that the lane reduction and new roundabouts would accommodate large fire engines and response times for emergency services. Coast Highway's reconfiguration would allow for heavy vehicle radii for turning and U-turns. The roundabouts would be constructed to allow access for semi-trucks, waste management trucks, and firetrucks. In addition, Coast Highway's center median would be constructed with low curbs, approximately two feet wide, to allow left turning access to fire trucks and police mid-block. Therefore, operation of the Complete Streets improvements would not have significant impacts with regard to fire and police performance objectives and response times.

PRDEIR I2-004 This comment states that the proposed roundabouts do not provide a safe crossing option of Oceanside's large blind population. These concerns were responded to previously in this FEIR; refer to response PRDEIR I1-003 for features identified above during final design stages of the project.

PRDEIR I2-005 This comment states that the City has not demonstrated how implementation of the project would affect parking and that parking is necessary for a healthy economy. While analysis of parking is not required under the California Environmental Quality Act (CEQA), information regarding the change in the number and location of on-street parking spaces along Coast Highway between existing conditions, the proposed project, and the project alternatives is presented in Section 9.0 of the appendices of the revised TIA (2018) included in the PRDEIR, as summarized in the table below.

Segment	No Project	Project	Alternative 1	Alternative 2	Alternative 3
Harbor to SR-76	45	45	45	45	45
SR-76 to Wisconsin	199	149	149	149	149
Wisconsin to Oceanside	98	79	79	79	79
Oceanside to Morse	6	92	6	92	92
Morse to Vista	95	95	95	95	95
Corridor On-Street Parking Total	443	460	374	460	460

As shown in the table above, the proposed project and Alternatives 2 and 3 would increase the public on-street parking supply along Coast Highway from approximately 443 spaces to 460 spaces. In contrast, Alternative 1 would result in a reduction in overall on-street parking supply, because of the inability to add new on-street parking in Segment 4 between Oceanside Boulevard and Morse Street. The project, Alternative 2, and Alternative 3 do redistribute some on-street parking supply from segment 2 (SR 76 to Wisconsin Avenue) to segment 4 (Oceanside Boulevard to Morse Street). This redistribution of parking supply does not impact coastal access as both segments are equal distance to the coast. Furthermore, segment 2 has substantially more existing public parking resources that serve the coastal zone and beach areas than does segment 4, so a redistribution of this public parking supply may have a net benefit for beach access as well as for businesses located in South Oceanside. No revisions to the PRDEIR are required in response to this comment.

PRDEIR I2-006 This comment expresses that Oceanside business owners rely on local residents for 60 percent of their yearly business and do not want the roadway changes to send residents to other surrounding cities. This comment does not raise any issue concerning the adequacy of the PRDEIR and no further response is required.

PRDEIR I2-007 This conclusory comment recommends finishing the Coastal Rail Trail instead of implementing the project. This comment does not raise any issue concerning the adequacy of the PRDEIR and no further response is required. The City appreciates the commenter for participating in this process. This comment is included in this FEIR for consideration by the City prior to a final decision on the project.

January 13, 2019

Good afternoon Mr. Amberson

This letter is to inform you of our comments pertaining to the EIR for Coast. Hwy.

First off there should be no developer incentives at all on any stretch of Coast Hwy. This City needs to quit feeling like they need to pay/reward people for building here.

A petition with signatures from more than 400 Oceanside residents asking that no road diet or development incentives be instituted south of Oceanside Blvd., because these changes would damage the unique character of South Oceanside. However, the city neglected to study this alternative. Instead, as proposed by a (now former) council member, Alternative 3 in the current EIR includes both a diet and incentives for that part of South Oceanside between Oceanside Blvd. and Morse.

PRDEIR I3-001

Neither the previous nor current EIR mention the guidelines of the Federal Highway Administration (FHWA)'s November 2014 *Road Diet Information Guide.* In particular, the EIR should mention that the 2013 afternoon rush hour traffic levels at the Oceanside Blvd, Morse, Cassidy and Vista Way intersections are already above the FHWA's recommended 750 vehicles per direction per hour. Also, with increased density provided by Alternatives 1 and 2, the Coast Highway traffic would also exceed the FHWA guidelines at the Mission intersection.

PRDEIR I3-002

The EIR continues to emphasize the bicycle safety benefits of the road diet, but does not mention the clear preference by existing cyclists for the more scenic (and less polluted) Pacific Street route. (Public comments on pp. 534-538 of this EIR call this to the city's attention). The new EIR does not mention that since the 2017 EIR, the city has applied for and received (in June 2018) a $400k SANDAG grant for planning the completion of the Class I Rail Trail across Loma Alta Creek, which would further reduce the potential demand for the Class II bike lanes on Coast Highway.

PRDEIR I3-003

The road diet between Morse and Oceanside Blvd. began in 2016, and the city engineer was quoted as saying he hoped that the data "will prove we can do a two lane Coast Highway." However, no data from this "pilot project" have been publicly released, and such data -- particularly regarding peak hour and summer traffic impacts -- would be highly relevant to understanding the accuracy of the EIR traffic models. This data should be released for public comment and incorporated in any final EIR.

PRDEIR I3-004

The current EIR notes that, in response to the 2017 EIR, residents are concerned that "traffic might be diverted to side streets and that the adjacent neighborhoods would be negatively affected by the changes, including loss of parking." However, the 2,309 page EIR does not appear to quantify or discuss mitigation of these impacts.

PRDEIR I3-005

For example, Alternatives 1 and 2 would more than double Eastbound evening rush hour traffic off Coast onto Morse Street, from 156 cars/hour to 319 cars/hour (Fig. 4-1,5-5,5-7); Alternative 3 is even worse, nearly tripling traffic to 443 cars/hour. This traffic -- apparently due to the increased Coast Highway density -- would be dumped into residential neighborhoods, presumably en route to the freeway onramps at California or Cassidy Street at a time when most children are home from school. We have three schools in this area. The impact to Freeman and Tremont are not acceptable.

PRDEIR I3-005

The CEQA process (14 CCR § 15131b) says that economic impacts are part of understanding the significance of a proposed change. The 2017 EIR talks about the assumed increase in hotel rooms and commercial real estate. However, this current EIR (like it predecessor) does not talk about the potential impacts on existing businesses from increased traffic congestion, such as those that were experienced from the 2017 road diets instituted in the city of Los Angeles.

PRDEIR I3-006

Even with these omissions, we believe that the current EIR shows that the adverse impacts of the new Alternative 3 on South O are as bad (or in some cases worse) than Alternatives 1,2 and 4. With all that said, we believe the City should listen to the citizens and not change Coast Hwy. in any form or fashion from Oceanside Blvd. south to the City of Carlsbad.

PRDEIR I3-007

Respectfully,

Vince and Colleen Balch
1442 Machado St.
Oceanside CA 92054

Letter PRDEIR I2 Response

Vince and Colleen Balch January 13, 2019

PRDEIR I3-001 This introductory comment states that there should be no developer incentives along Coast Highway and that there should be no roadway diets south of Oceanside Boulevard as it would damage the unique character of South Oceanside, as supported by a petition with over 400 signatures from Oceanside residents. This comment also states that the inclusion of the new Alternative 3 instead includes extending the roadway improvements and Incentive District to the part of South Oceanside between Oceanside Boulevard and Morse Street. As stated in Chapter 5, Alternatives, of the PRDEIR, the inclusion of the new Alternative 3 in the PRDEIR was the result of direction from the City Council and City staff and was included to provide a comparison of the project as proposed to an alternative that limits the extent of the Complete Streets improvements and the Incentive District from the community of south Oceanside. Furthermore, this alternative was included in the analysis of the PRDEIR in response to public comments in favor of considering an alternative that maintained four lanes throughout the southern portion of Coast Highway and removed the Incentive District from the community of south Oceanside (refer to pages 5-87 and 5-89 in Chapter 5, *Alternatives*, of the PRDEIR).

PRDEIR I3-002 This comment states that neither the DEIR or the PRDEIR mentioned the guidelines of the Federal Highway Administration's (FHWA's) November 2014 Road Diet Informational Guide and specifically highlights that the environmental analysis should mention that the 2013 afternoon rush hour traffic volumes at the Oceanside Boulevard, Morse Street, Cassidy Street, and Vista Way intersections already exceed the FHWA's recommended 750 vehicles per direction per hour. In addition, the comment states that Mission Avenue intersection exceeds this threshold under Alternative 1 and 2. The traffic analysis conducted as part of the DEIR and PRDEIR is based on the standards and guidelines for traffic impact analyses adopted by the City of Oceanside and the California Department of Transportation (Caltrans). These two agencies have jurisdiction over the study intersections and study roadway segments included in the analysis. The FHWA document cited in the comment is a guideline report issued by FHWA to assist states and local jurisdictions with designing, studying, and evaluating roadways for possible road diets. This document does not set binding thresholds that jurisdictions would need to satisfy or evaluate under CEQA and is not applicable to the analysis contained in the PRDEIR.

PRDEIR I3-003 This comment states that while the EIR mentions that the project would increase bicycle safety, it fails to acknowledge that bicyclists would rather use the more scenic route along Pacific Street. This comment also states that the EIR fails to that the City has obtained a $400k SANDAG grant to complete the Class I Rail Trail across Loma Alta Creek, which further reduces the demand for bike lanes on Coast Highway. The DEIR and PRDEIR do not evaluate the demand for the completion of the Rail Trail as this is not a component of the proposed project. In addition, Alternative 1 includes limiting the Complete Street improvements to Oceanside Boulevard and Alternatives 2 and 3 includes limiting the Complete Streets improvements to Morse Street, where the DEIR and PRDEIR have evaluated these alternatives to a level of detail that the City Council could choose to adopt one of these alternatives in place of the project. At the time of approval, the City Council could take into consideration the completion of the Rail Trail in conjunction with the project and choose to adopt one of the alternatives that limit the Complete Streets improvements from South Oceanside, if so desired. No revisions to the PRDEIR are required in response to this comment.

PRDEIR I3-004 This comment states that the traffic data captured by the pilot project along Coast Highway has never been released to the public and should be included in the traffic models in the EIR. This comment also states that this data should be released for public comment and incorporated into this FEIR. The Traffic Impact Analysis (TIA) (2017) and the revised TIA (2018) do not specifically analyze current traffic conditions for the City's pilot project in place between Oceanside Boulevard and Morse Street as it is not a component under the proposed project. The City has conducted a separate traffic analysis for the pilot project. Furthermore, per CEQA Guidelines, the TIA (2017) and revised TIA (2018) analyze the existing condition for traffic conditions within the study corridor. The lane narrowing pilot project noted in the comment is a temporary pilot project, and as such is not appropriate for use as the existing condition for CEQA analysis. No revisions to the PRDEIR are required in response to this comment.

PRDEIR I3-005 This comment states that the DEIR and the PRDEIR fail to quantify and mitigate traffic which may spillover onto adjacent side streets along Coast Highway for the project and alternatives' traffic scenarios. The DEIR and PRDEIR include analysis of study intersections and roadway segments on streets parallel to the Coast Highway corridor. In locations where significant traffic impacts are identified in the DEIR and PRDEIR, appropriate mitigation measures to address these impacts are identified. The traffic figures cited in this comment for roadways such as Morse Street are not forecast to exceed the thresholds identified by the City of

Oceanside to result in a significant impact. No revisions to the PRDEIR are required in response to this comment.

PRDEIR I3-006 This comment states that under the CEQA process economic impacts are part of understanding the significance of a proposed change and states that the DEIR and PRDEIR failed to disclose the economic effects of traffic congestion on existing businesses along Coast Highway. The commenter incorrectly indicates that Section 15131(b) of the CEQA Guidelines says that economic impacts are part of understanding the significance of a proposed change. The exact language of Section 15131(b) is provided below:

"Economic or social effects of a project may (emphasis added) be used to determine the significance of physical changes caused by the project… Where an EIR uses economic or social effects to determine that a physical change is significant, the EIR shall explain the reason for determining that the effect is significant."

Furthermore, Section 15131(a) states:

"Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes."

As noted in Section 15131(a), the focus of the analysis should be on the physical changes to the environment. Related to the example raised by the commenter (traffic congestion and effects on existing businesses) the EIR addresses the potential for traffic congestion in Chapter 3.14, *Transportation and Traffic*, of the PRDEIR. It is not clear from the comment what other physical effects might occur related to changes in traffic patterns other than the effects analyzed in the EIR. For this reason, no further expansion or analysis is provided in response to this comment.

PRDEIR I3-007 This comment states that the environmental effects of Alternative 3 are worse than the other three alternatives and states that the City should approve no changes to Coast Highway. The commenter is incorrect as Alternative 3 is the environmentally superior alternative as it would result in reduced environmental impacts compared to the project and the other three alternatives, as shown under heading 5.10, Comparative Summary of the Alternatives, in Chapter 5, Alternatives, of the PRDIER. This comment is included in this FEIR for consideration by the City prior making to a final decision on the project.

Monday, January 14, 2019

Paradise by the Sea Beach RV Resort
Owners Greg & Kathy Sampson
Managers Cole & Jenna Sampson
1537 South Coast Highway
Oceanside, CA 92054

RE: Coast Highway Corridor Project and (EIR)

Mr. Amberson,

The following are our comments on the Coast Highway Improvement Project and the "Save South O" group.

Our Support: We fully support the efforts to revitalize South Oceanside into a more tourism-centered and live/stay/play atmosphere! We appreciate the efforts to create an overlay to the zoning in our area. We have owned and operated our RV Resort for 40 years, and our goal is to continue offering affordable and memorable vacations for families from all socioeconomic backgrounds desiring to enjoy a beach vacation. We are the only Beach RV Resort in all of Southern California, and we draw guests from across the globe to spend their tourism dollars in Oceanside. Over 5,000 RV's annually need to have reasonable access to our resort from both Oceanside Blvd (I-5) and Vista Way (78).

Our Stance: Moving forward, we, along with the Coastal Commission, will continue to advocate for complete RV access to our business from both the north and south, and we will continue to advocate for the Incentive Overlay to attract more "tourism friendly" businesses and new residential projects to South Oceanside.

PRDEIR I4-001

WE SUPPORT ALTERNATIVE 2 and 3

Traffic: We support measures to keep the current two-lane road diet between Oceanside Blvd. and Morse Street. While the downside of this road diet has been that RVs and passenger cars must wait up to 5 minutes for a break in traffic in order to make a left turn in and out of our business—the upside is that RVs can make wider right turns into our driveway, and our guests can ride bicycles in the bike lane. We hope that maintaining this current traffic pattern will attract "visitor-serving businesses" like ours.

PRDEIR I4-002

Incentive Overlay: We fully support the Incentive Overlay proposal that will draw developers that want to create a more live/stay/play atmosphere. Even if current shops and land-owners in "South O" do not want to sell or change, it is good for them to know they have the option to have their location possibly be used for something else than a used car lot or a boat repair yard.

PRDEIR I4-003

"SAVE SOUTH O"

In support of the "Save South O" movement, we will also lend support for Alternative 3. We understand that some of the residents and business owners are concerned with parking, traffic, and character changes to the small store-front locations and the "laid-back atmosphere" that is iconic to South Oceanside. We also recognize that "The Dip" between Oceanside Blvd. and Morse Street is its own distinct section and has no residential housing and no side streets and has many large and underutilized commercial lots that are in need of improvement and revitalization supported by Alternative 2 and 3 .

PRDEIR I4-004

Roundabouts: We have no issue with roundabouts being installed north of Oceanside Blvd. as long as they are wide enough for all vehicles to safely navigate. Our guests access our resort from Oceanside Blvd., Cassidy Street, and Vista Way I-5 off-ramps. **We definitely do not support roundabouts from Oceanside Blvd south to Vista Way because RVs will not be able to safely or physically pass through the roundabout due to the narrow street and insufficient diameter of any proposed roundabout.**

Our Concern: How can we be assured that 5,000+ RV drivers of varying skill abilities can make that turn every year to reach our business? All studies completed have been based on the turning radius of an 18-wheeler or city bus, which have a much different wheel base than that of an RV. Here is the data we gathered from RV manufacturers regarding the turning radius of a 46-foot motorhome (legal length is 46' + 24' cargo trailer= 70' maximum): A 46-foot motorhome would need an 18'-20' wide lane and at least 85 foot-wide diameter to complete a left turn from Oceanside Blvd to Coast Hwy. Meaning, a very small, low truck apron with little room for landscaping and décor due to off-tracking of the rear interior wheel of an RV. For example, a 46-foot Prevost Motorhome with a 55-degree wheel turn has a 45.4 foot turning radius when completing a U-turn on a dime in a parking lot *(See Exhibit C),* not factoring in a roundabout's center island (and they have the best turning radius in the RV industry). That means that even without pulling a cargo trailer behind, it needs about a 96+-foot diameter due to overhang and the arc of the turn being centered around a center island, and not a dime in a parking lot. Manufacturers test the turning radius with a Prevost Bus at an idle/stop, so making the turn while in the flow of traffic is increasingly difficult. Coming from the I-5 west, and trying to navigate South on Coast Highway would mean having to veer right, then veer left, and then veer right again. We want to be part of a solution, and can participate in a turn radius test if it would help. **Our demand is that a roundabout will not hinder access to beach visitors driving to our RV resort. Oceanside Blvd, Cassidy, and Vista Way are our main pathways from the I-5 for accessing our resort and are not large enough intersections to accommodate a reasonably-sized roundabout.**

PRDEIR I4-005

Loma Alta Creek Crosswalk: As per a signed 2016 legal agreement from the City of Oceanside, if a crosswalk is ever installed on the stretch between Oceanside Blvd and Morse Street, it cannot be near the entrance of our resort (dangerous to both pedestrians and RV drivers), and cannot have a raised center pedestrian refuge. RV's merging north onto Coast Hwy would not be able to make the merge without hitting the concrete refuge *(See attached Exhibit A).* Our suggestion would be at or on the Loma Alta Creek Bridge *(See attached Exhibit B),* it would be aligned with the beach access walk; or align

PRDEIR I4-006

closely with the bus stop on the east side of Coast Hwy.

PRDEIR I4-006

Thank you for your consideration. Please let us know if you would like us to participate in a field study showing the turning radius of a large motorhome (it's different than a semi-truck, fire engine or city bus). We will gladly join the city in their efforts to revitalize South O by offering our expertise regarding Recreation Vehicles.

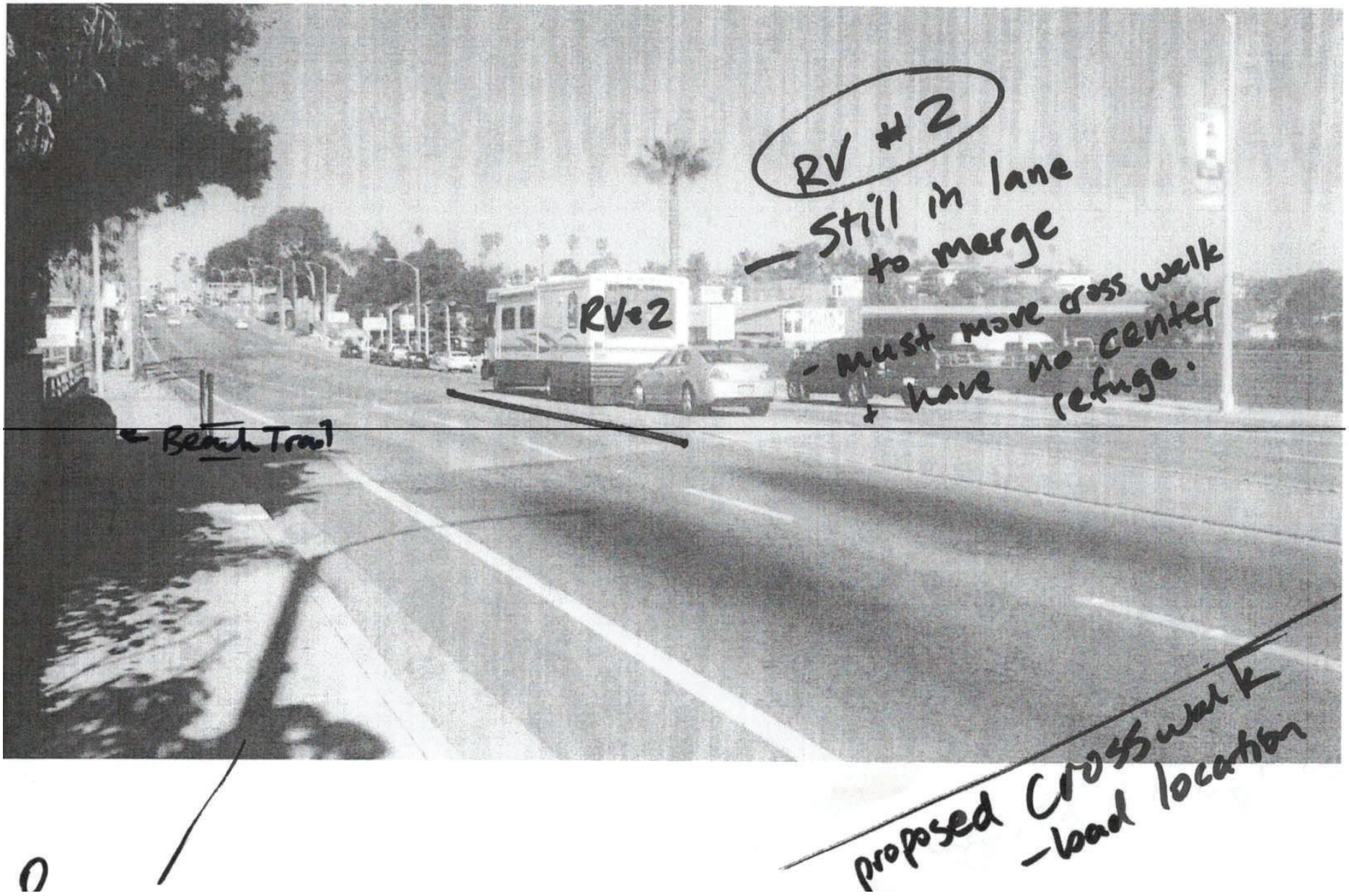
PRDEIR I4-007

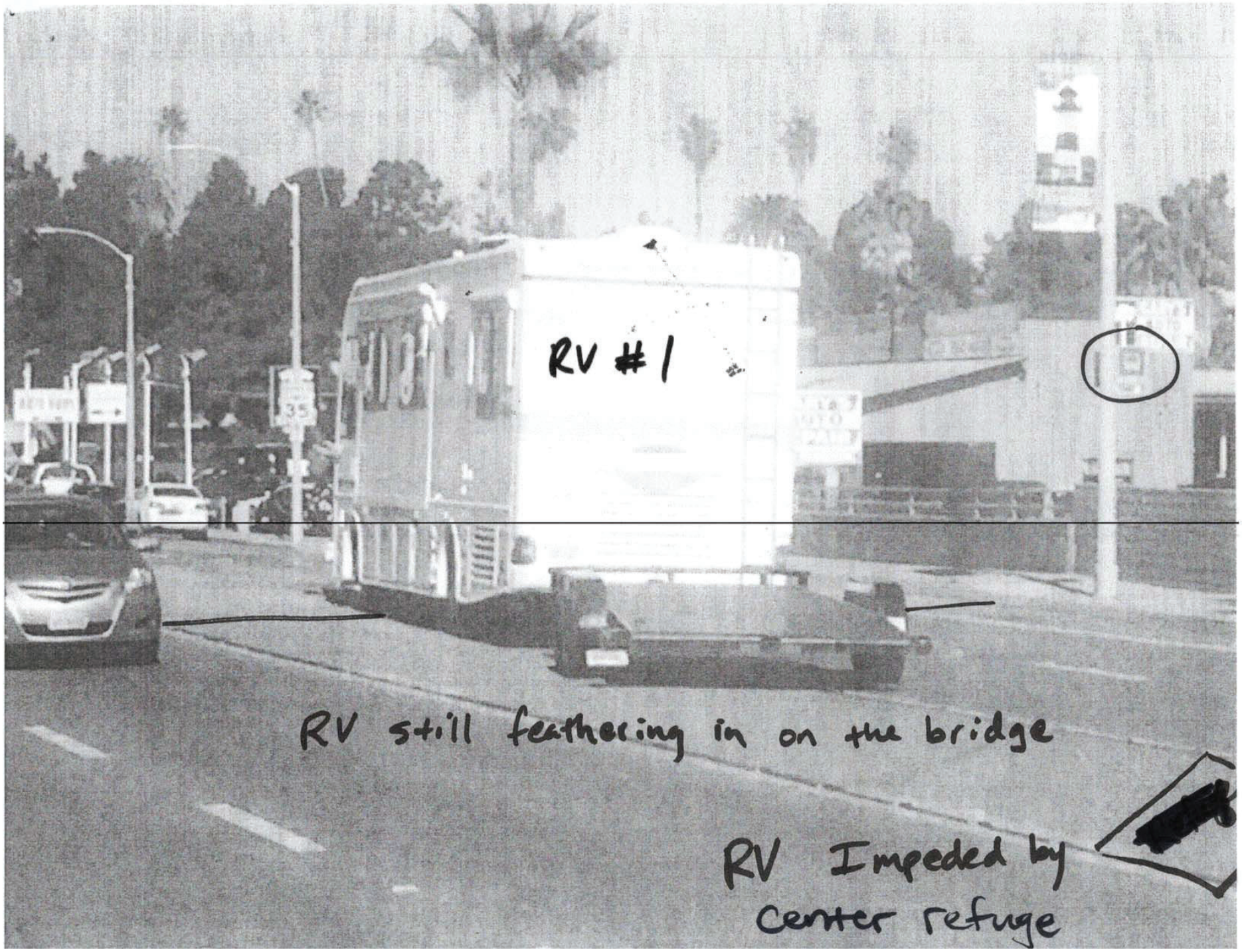
Sincerely,

Greg & Kathy Sampson
Paradise by the Sea RV Resort

Exhibit A

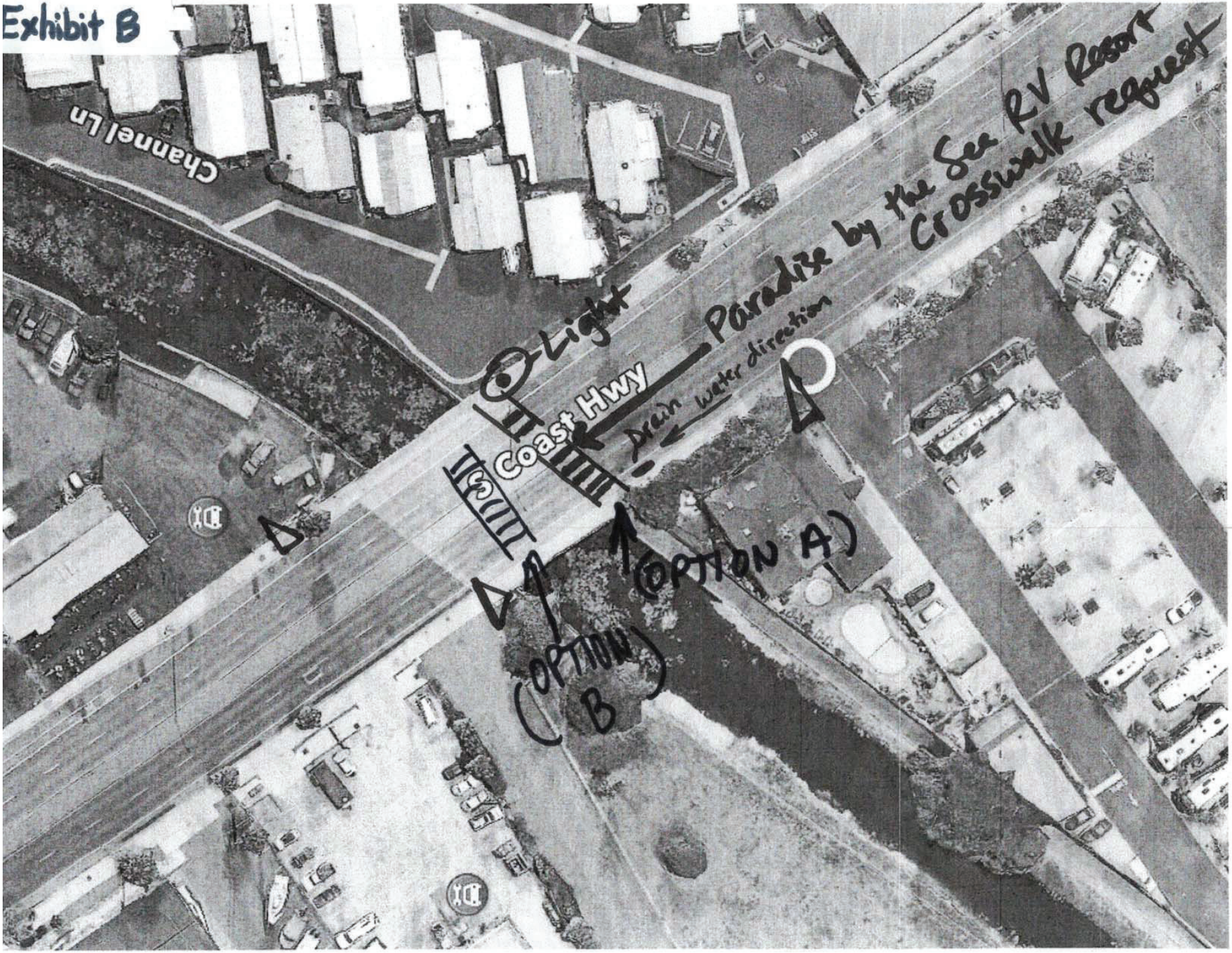
ATTACHMENT 1




RV #1
RV still feathering in on the bridge
RV Impeded by
center refuge

ATTACHMENT 3

Comment Letter PRDEIR I4



ATTACHMENT 4

SUCCESSFUL CROSSWALKS without center refuge:

959 Vista Way, Oceanside, CA

Laguna Beach, CA

Letter PRDEIR I4 Response

Greg and Kathy Sampson
Owners of Paradise by the Sea RV Park
January 14, 2019

PRDEIR I4-001 This comment expresses support for the project and states that the commenters will continue to advocate for complete RV access to their business from both the north and south along with the adoption of the Incentive District to attract more tourism-friendly businesses and residential projects to South Oceanside. Since this comment does not address the adequacy or accuracy of the PRDEIR, no further response is required. The City appreciates the commenter's support and participation in this process. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

PRDEIR I4-002 This comment expresses support for the current two-lane road diet between Oceanside Boulevard and Morse Street as RVs can make wider right turns into their driveways and guests can ride bikes in the bike lanes. Since this comment does not address the adequacy or accuracy of the PRDEIR, no further response is required.

PRDEIR I4-003 This comment expresses support of the proposed Incentive District as it would draw developers that want to create a more live/stay/play atmosphere as well as allow current business and land owners to know they have new development options. Since this comment does not address the adequacy or accuracy of the PRDEIR, no further response is required.

PRDEIR I4-004 This comment expresses support for the new Alternative 3 as it would help to improve and revitalize the underutilized area around "the Dip." Since this comment does not address the adequacy or accuracy of the PRDEIR, no further response is required.

PRDEIR I4-005 This comment opposes installation of roundabouts from Oceanside Boulevard to Vista Way as RVs would not be able to safely or physically navigate through the roundabout due to narrow streets and insufficient diameter. This comment also provides a discussion on the geometric roadway parameters that do not would allow RVs to safely use Coast Highway if roundabouts were installed south of Oceanside Boulevard. The City has completed preliminary engineering (equal to a 30 percent level of design) during the Coast Highway Corridor Study process. This preliminary design effort included review of the proposed roundabouts to ensure that large vehicles such as trucks, fire trucks, and motor homes can travel through the roundabouts as proposed. The design of the roundabouts would be further advanced and refined during subsequent stages of project design.

In addition, Alternatives 1, 2, and 3 would alleviate this concern, as no roundabouts are proposed as part of these alternatives in the intersections of Coast Highway at Oceanside Boulevard, Morse Street, Cassidy Street, or Vista Way.

PRDEIR I4-006 The comment highlights a legal agreement between the commenter and the City, which was signed in 2016, that if a crosswalk is ever installed on the stretch between Oceanside Boulevard and Morse Street, it cannot be near the entrance of the RV Resort (dangerous to both pedestrians and RV drivers) and cannot have a raised center pedestrian refuge. While the legal agreement referenced by this commenter was made in regard to the pilot project, the City would continue to honor the legal agreement under this project. Although the project description for the Coast Highway Corridor Study identifies a proposed mid-block pedestrian crosswalk on Coast Highway in the vicinity of Loma Alta Creek, the specific location for this crosswalk and its configuration would be determined by the City in subsequent stages of the engineering design plans for the Complete Streets improvements. As the design process progresses, the City would continue to work with this commenter and would consider vehicle movements, including in and out movements from adjacent driveways, along Coast Highway to avoid potential impacts related to sidewalk/parkway safety.

PRDEIR I4-007 The comment provides a conclusion to the comment letter. This comment does not raise any issue concerning the adequacy or accuracy of the PRDEIR and therefore no further response is required. The City appreciates the commenter for participating in this process.

PRDEIR I4-008 Attachments 1 through 4 have been included with the comment letter to visually demonstrate the commenters' points raised in the comments above.

Comment Letter PRDEIR I5

From: Save South O <SaveSouthO@gmail.com>

Sent: Monday, January 14, 2019 3:38 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Comments on November 2018 Coast Highway EIR

Dear Mr. Amberson,

On behalf of the community group Save South O, I would like to submit the following comments on the accuracy and completeness of the November 2018 Coast Highway EIR. PRDEIR I5-001

1. Omitted Alternative

In October 2016, Save South O presented petition signatures from more than 400 Oceanside residents asking that no road diet or development incentives be instituted south of Oceanside Blvd., because these changes would damage the unique character of South Oceanside. However, the city neglected to study this alternative. Instead, as proposed by a (now former) council member, Alternative 3 in the current EIR includes both a diet and incentives for that part of South Oceanside between Oceanside Blvd. and Morse. PRDEIR I5-002

2. Federal Road Diet Guidelines

Neither the previous nor current EIR mention the guidelines of the Federal Highway Administration (FHWA)'s November 2014 *Road Diet Information Guide.* In particular, the EIR should mention that the 2013 afternoon rush hour traffic levels at the Oceanside Blvd, Morse, Cassidy and Vista Way intersections are already above the FHWA's recommended 750 vehicles per direction per hour. Also, with increased density provided by Alternatives 1 and 2, the Coast Highway traffic would also exceed the FHWA guidelines at the Mission intersection. PRDEIR I5-003

3. Bicycle Safety

The EIR continues to emphasize the bicycle safety benefits of the road diet, but does not mention the clear preference by existing cyclists for the more scenic (and less polluted) Pacific Street route. (Public comments on pp. 534-538 of this EIR call this to the city's attention). The new EIR does not mention that since the 2017 EIR, the city has applied for and received (in June 2018) a $400k SANDAG grant for planning the completion of the Class I Rail Trail across Loma Alta Creek, which would further reduce the potential demand for the Class II bike lanes on Coast Highway. PRDEIR I5-004

4. Data from Pilot Project

The road diet between Morse and Oceanside began in 2016, and the city engineer was quoted as saying he hoped that the data "will prove we can do a two lane Coast Highway." However, no data from this "pilot project" have been publicly released, and such data -- particularly regarding peak hour and summer traffic impacts -- would be highly relevant to understanding the accuracy of the EIR traffic models. This data should be released for public comment and incorporated in any final EIR. PRDEIR I5-005

5. . Traffic Impacts

The current EIR notes that, in response to the 2017 EIR, residents are concerned that "traffic might be diverted to side streets and that the adjacent neighborhoods would be negatively affected by the changes, including loss of parking." However, the 2,309 page EIR does not appear to quantify or discuss mitigation of these impacts. PRDEIR I5-006

For example, Alternatives 1 and 2 would more than double Eastbound evening rush hour traffic off Coast onto Morse Street, from 156 cars/hour to 319 cars/hour (Fig. 4-1,5-5,5-7); Alternative 3 is even worse, nearly tripling traffic to 443 cars/hour. This traffic -- apparently due to the increased Coast Highway density -- would be dumped into residential neighborhoods, presumably en route to the freeway onramps at California or Cassidy Street at a time when most children are home from school.

PRDEIR I5-006

6. Economic Impacts

The CEQA process (14 CCR § 15131b) says that economic impacts are part of understanding the significance of a proposed change. The 2017 EIR talks about the assumed increase in hotel rooms and commercial real estate. However, this current EIR (like it predecessor) does not talk about the potential impacts on existing businesses from increased traffic congestion, such as those that were experienced from the 2017 road diets instituted in the city of Los Angeles.

PRDEIR I5-007

Conclusion

Even with these omissions, we believe that the current EIR shows that the adverse impacts of the new Alternative 3 on South O are as bad (or in some cases worse) than Alternatives 1,2 and 4. Thus, on behalf of South O residents and merchants, we reiterate our call for no road diet or development incentives south of Oceanside Blvd.

PRDEIR I5-008

Joel West
Save South O

Letter PRDEIR I5 Response

Joel West
Save South O
January 14, 2019

PRDEIR I5-001 This comment provides an introduction to the following comments. This comment does not raise any issue concerning the adequacy of the PRDEIR. The City appreciates the commenter for participating in this process. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

PRDEIR I5-002 This comment states that there should be no developer incentives along Coast Highway and that there should be no roadway diets south of Oceanside Boulevard as it would damage the unique character of South Oceanside, as supported by a petition with over 400 signatures from Oceanside residents. This comment also states that the inclusion of the new Alternative 3 instead includes extending the roadway improvements and Incentive District to the part of South Oceanside between Oceanside Boulevard and Morse Street. Please refer to response PRDEIR I3-001 for the response to this comment.

PRDEIR I5-003 This comment states that neither the DEIR or the PRDEIR mentioned the guidelines of the FHWA's November 2014 Road Diet Informational Guide and specifically highlights that the environmental analysis should mention that the 2013 afternoon rush hour traffic volumes at the Oceanside Boulevard, Morse Street, Cassidy Street, and Vista Way intersections already exceed the FHWA's recommended 750 vehicles per direction per hour. In addition, the comment states that Mission Avenue intersection exceeds this threshold under Alternative 1 and 2. Please refer to response PRDEIR I3-002 for the response to this comment.

PRDEIR I5-004 This comment states that while the EIR mentions that the project would increase bicycle safety, it fails to acknowledge that bicyclists would rather use the more scenic route along Pacific Street. This comment also states that the EIR fails to that the City has obtained a $400k SANDAG grant to complete the Class I Rail Trail across Loma Alta Creek, which further reduces the demand for bike lanes on Coast Highway. Please refer to response PRDEIR I3-003 for the response to this comment.

PRDEIR I5-005 This comment states that the traffic data captured by the pilot project along Coast Highway has never been released to the public and should be included in the traffic models in the EIR. This comment also states that this data should be released for public comment and incorporated into this FEIR. Please refer to response PRDEIR I3-004 for the response to this comment.

PRDEIR I5-006 This comment states that the DEIR and the PRDEIR fail to quantify and mitigate traffic which may spillover onto adjacent side streets along Coast Highway for the project and alternatives' traffic scenarios. Please refer to response PRDEIR I3-005 for the response to this comment.

PRDEIR I7-007 This comment states that under the CEQA process economic impacts are part of understanding the significance of a proposed change and states that the DEIR and PRDEIR failed to disclose the economic effects of traffic congestion on existing businesses along Coast Highway. Please refer to response PRDEIR I3-006 for the response to this comment.

PRDEIR I7-008 This comment states that the environmental effects of Alternative 3 are worse than the other three alternatives and states that the City should approve no changes to Coast Highway. Please refer to response PRDEIR I3-007 for the response to this comment.

SIERRA CLUB

COASTERS
NORTH COUNTY COASTAL GROUP

Explore, Enjoy & Protect the Planet

January 14, 2019

John Amberson, Transportation Planner
City of Oceanside
Submitted via email

Subject: Comments on Recirculated DEIR Coast Highway Corridor Study

Dear Mr. Amberson:

This letter is in response to the recirculated DEIR for the Coast Highway Corridor Study and is submitted on behalf of the Sierra Club North County Coastal Group (NCCG). We appreciate the city's efforts in improving the S. Coast Highway Corridor Study with this recirculated DEIR. NCCG provided comments to you back in August of 2017 following our review of the DEIR. However, we believe the city still has failed to adequately address the results of the VMT analysis and therefore, remains non-compliant with the Office of Planning and Research (OPR) EIR Guideline. Please include further analysis and potential mitigation to comply with SB 743.

PRDEIR I6-001

PRDEIR I6-002

Thank you. We are committed to work with you toward the implementation of a project that meets your objectives and minimizes any adverse environmental impacts.

PRDEIR I6-003

Sincerely,

Sally Prendergast

Sally Prendergast
Chairperson, Sierra Club North County Coastal Group

Letter PRDEIR I6 Response

Sally Prendergast
Sierra Club North County Coastal Group
January 14, 2019

PRDEIR I6-001

This introductory comment expresses appreciation for being able to comment on the PRDEIR and states that the following comments are submitted on behalf of the Sierra Club North County Coastal Group. This comment does not raise any issue concerning the adequacy of the PRDEIR. The City appreciates the commenter for participating in this process. These comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

PRDEIR I6-002

This comment states that the PRDEIR, similar to the DEIR, fails to adequately address the results of the VMT analysis and therefore remains non-compliant with the Office of Planning and Research EIR Guidelines. This comment also requests that this information be incorporated into this FEIR in order to comply with Senate Bill 743.

The commenter is incorrectly states that the DEIR and PRDEIR did not adequately evaluate VMT as the TIA (2017), the revised TIA (2018), and Section 3.14, *Transportation and Traffic*, included a VMT analysis for the project. The City acknowledges that the State of California Office of Planning and Research (OPR) has issued guidance related to the implementation of Senate Bill 743. This guidance, Technical Advisory on Evaluating Transportation Impacts in CEQA (April 2018), identifies that using per capita or per employee VMT generated by new development that is 15 percent below that of existing development may be a reasonable threshold. This guidance document is careful to acknowledge that lead agencies have discretion to develop and adopt their own thresholds, provided that these thresholds are supported by substantial evidence. The City not yet adopted a specific target threshold for VMT reduction associated with the evaluation of new development. In the absence of a city-adopted threshold, the RPDEIR utilizes the OPR suggested threshold as a placeholder for this analysis.

It is important to clarify that the OPR suggested VMT reduction threshold of 15 percent below existing development is the threshold proposed to be applied to new land use development. The Coast Highway Corridor project does not propose any new land use development within the study corridor. The land use scenarios evaluated for both the Year 2035 Without Project traffic scenario and the Year 2035 With Project traffic scenario propose no changes to the City's General Plan land use map or land use intensities permitted by the City's zoning code.

The project description, as identified in the PRDEIR is to transform the Coast Highway roadway to become a complete street that safely accommodates all modes of transportation. Per the OPR technical advisory cited above transportation projects that would not likely lead to a substantial or measurable increase in vehicle travel include projects that reduce the number of through traffic lanes on a roadway, projects that involve the installation of roundabouts or traffic circles, and projects that include the addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way. The Coast Highway Corridor Project has all three of these attributes.

The project also proposes the adoption of a land use incentive district along portions of the Coast Highway corridor. The purpose of the Incentive District is not to propose new land use development in the corridor beyond that which is already envisioned in the City's General Plan but instead is to encourage the land use development permitted by the General Plan to occur in targeted locations along the corridor, particularly those located within 1/2 to 1 mile of the two existing transit stations located along the corridor – the Oceanside Transportation Center and the Coast Highway Sprinter Station. New land use development located within 1/2 mile of an existing transit station is considered to have a less than significant impact by OPR in the April 2018 Technical Advisory. Because the Coast Highway Corridor project is by definition a complete street transportation project and does not propose new land use development within the study corridor, it is not subject to the 15 percent per capita VMT reduction threshold suggested by OPR and no further mitigation measures related to VMT are required.

PRDEIR I6-003 This comment provides the conclusion to the comment letter. This comment does not raise any issue concerning the adequacy of the PRDEIR. The City appreciates the commenter for participating in this process.

From: Save South O <SaveSouthO@gmail.com>
Sent: Monday, January 14, 2019 3:38 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Comments on November 2018 Coast Highway EIR

Dear Mr. Amberson,

On behalf of the community group Save South O, I would like to submit the following comments on the accuracy and completeness of the November 2018 Coast Highway EIR. PRDEIR I7-001

1. Omitted Alternative

In October 2016, Save South O presented petition signatures from more than 400 Oceanside residents asking that no road diet or development incentives be instituted south of Oceanside Blvd., because these changes would damage the unique character of South Oceanside. However, the city neglected to study this alternative. Instead, as proposed by a (now former) council member, Alternative 3 in the current EIR includes both a diet and incentives for that part of South Oceanside between Oceanside Blvd. and Morse. PRDEIR I7-002

2. Federal Road Diet Guidelines

Neither the previous nor current EIR mention the guidelines of the Federal Highway Administration (FHWA)'s November 2014 *Road Diet Information Guide.* In particular, the EIR should mention that the 2013 afternoon rush hour traffic levels at the Oceanside Blvd, Morse, Cassidy and Vista Way intersections are already above the FHWA's recommended 750 vehicles per direction per hour. Also, with increased density provided by Alternatives 1 and 2, the Coast Highway traffic would also exceed the FHWA guidelines at the Mission intersection. PRDEIR I7-003

3. Bicycle Safety

The EIR continues to emphasize the bicycle safety benefits of the road diet, but does not mention the clear preference by existing cyclists for the more scenic (and less polluted) Pacific Street route. (Public comments on pp. 534-538 of this EIR call this to the city's attention). The new EIR does not mention that since the 2017 EIR, the city has applied for and received (in June 2018) a $400k SANDAG grant for planning the completion of the Class I Rail Trail across Loma Alta Creek, which would further reduce the potential demand for the Class II bike lanes on Coast Highway. PRDEIR I7-004

4. Data from Pilot Project

The road diet between Morse and Oceanside began in 2016, and the city engineer was quoted as saying he hoped that the data "will prove we can do a two lane Coast Highway." However, no data from this "pilot project" have been publicly released, and such data -- particularly regarding peak hour and summer traffic impacts -- would be highly relevant to understanding the accuracy of the EIR traffic models. This data should be released for public comment and incorporated in any final EIR. PRDEIR I7-005

5. Traffic Impacts

The current EIR notes that, in response to the 2017 EIR, residents are concerned that "traffic might be diverted to side streets and that the adjacent neighborhoods would be negatively affected by the changes, including loss of parking." However, the 2,309 page EIR does not appear to quantify or discuss mitigation of these impacts.

For example, Alternatives 1 and 2 would more than double Eastbound evening rush hour traffic off Coast onto Morse Street, from 156 cars/hour to 319 cars/hour (Fig. 4-1,5-5,5-7); Alternative 3 is even worse, nearly tripling traffic to 443 cars/hour. This traffic -- apparently due to the increased Coast Highway density -- would be dumped into residential neighborhoods, presumably en route to the freeway onramps at California or Cassidy Street at a time when most children are home from school.

PRDEIR I7-006

6. Economic Impacts

The CEQA process (14 CCR § 15131b) says that economic impacts are part of understanding the significance of a proposed change. The 2017 EIR talks about the assumed increase in hotel rooms and commercial real estate. However, this current EIR (like it predecessor) does not talk about the potential impacts on existing businesses from increased traffic congestion, such as those that were experienced from the 2017 road diets instituted in the city of Los Angeles.

PRDEIR I7-007

--
Joel West
Save South O
http://SaveSouthO.wordpress.com

Twitter: @SaveSouthO

Letter PRDEIR I7 Response

Joel West
Save South O
January 14, 2019

PRDERI I7-001 This comment provides an introduction to the following comments. This specific comment does not raise any issue concerning the adequacy of the PRDEIR. The City appreciates the commenter for participating in this process. This comment is included in this FEIR for consideration by the City prior to making a final decision on the project.

PRDEIR I7-002 This comment states that there should be no developer incentives along Coast Highway and that there should be no roadway diets south of Oceanside Boulevard as it would damage the unique character of South Oceanside, as supported by a petition with over 400 signatures from Oceanside residents. This comment also states that the inclusion of the new Alternative 3 instead includes extending the roadway improvements and Incentive District to the part of South Oceanside between Oceanside Boulevard and Morse Street. Please refer to response PRDEIR I3-001 for the response to this comment.

PRDEIR I7-003 This comment states that neither the DEIR or the PRDEIR mentioned the guidelines of FHWA's November 2014 Road Diet Information Guide and specifically highlights that the environmental analysis should mention that the 2013 afternoon rush hour traffic volumes at the Oceanside Boulevard, Morse Street, Cassidy Street, and Vista Way intersections already exceed the FHWA's recommended 750 vehicles per direction per hour. In addition, the comment states that Mission Avenue intersection exceeds this threshold under Alternative 1 and 2. Please refer to response PRDEIR I3-002 for the response to this comment.

PRDEIR I7-004 This comment states that while the EIR mentions that the project would increase bicycle safety, it fails to acknowledge that bicyclists would rather use the more scenic route along Pacific Street. This comment also states that the EIR fails to that the City has obtained a $400k SANDAG grant to complete the Class I Rail Trail across Loma Alta Creek, which further reduces the demand for bike lanes on Coast Highway. Please refer to response PRDEIR I3-003 for the response to this comment.

PRDEIR I7-005 This comment states that the traffic data captured by the pilot project along Coast Highway has never been released to the public and should be included in the traffic models in the EIR. This comment also states that this data should be released for public comment and incorporated into this FEIR. Please refer to response PRDEIR I3-004 for the response to this comment.

PRDEIR I7-006 This comment states that the DEIR and the PRDEIR fail to quantify and mitigate traffic which may spillover onto adjacent side streets along Coast Highway for the project and alternatives' traffic scenarios. Please refer to response PRDEIR I3-005 for the response to this comment.

PRDEIR I7-007 This comment states that under the CEQA process economic impacts are part of understanding the significance of a proposed change and states that the DEIR and PRDEIR failed to disclose the economic effects of traffic congestion on existing businesses along Coast Highway. Please refer to response PRDEIR I3-006 for the response to this comment.

From: Save South O <SaveSouthO@gmail.com>
Sent: Monday, January 14, 2019 4:41 PM
To: John Amberson <JAmberson@ci.oceanside.ca.us>
Subject: Re: Comments on November 2018 Coast Highway EIR (PS)

Dear Mr. Amberson,

Sorry to inconvenience you, but my wife reminded I left one concern off.

Joel

7. Tsunami Evacuation

According to the Oceanside Fire Department's web page, the city's official Tsunami Evacuation map of November 2013 lists Coast Highway as one of the major evacuation routes in the event of a tsunami. There is no mention of this in either EIR, nor has any analysis been done as to what the impact of the increased traffic (due to development incentives) or reduced traffic capacity (due to a road diet) would have on public safety in the event of a tsunami evacuation. Given the forecast traffic impacts (plus what we know from the pilot project), these could be particularly severe at evening rush hour or on a summer weekend.

PRDEIR I8-001

Letter PRDEIR I8 Response

Joel West
Save South O
January 14, 2019

PRDERI I8-001

This comment states that the DEIR and the PRDEIR do not analyze the impacts of increased traffic due to the Incentive District or reduced traffic capacity due to the Complete Streets improvements to public safety in the event of a tsunami evacuation. This comment also states that traffic impacts would be particularly severe during evening rush hour and summer weekends.

As stated in Section 3.8, *Hydrology and Water Quality*, of the DEIR, implementation of the project would not increase the risk of tsunami inundation compared to existing conditions and the probability of tsunami large enough to exceed the banks of the Loma Alta Creek Slough and Buena Vista Lagoon and overflow to the adjacent parcels is low.

Furthermore, as discussed in Section 3.14, *Transportation and Traffic*, of the PRDEIR, construction and/or operation activities associated with the project could have the potential to result in partial lane closures, which could temporarily impact emergency access during an evacuation event. However, the project is required to implement mitigation measures which would require the preparation and implementation of a Traffic Control Plan in accordance with the City's traffic control guidelines to ensure that congestion and traffic delays are not substantially increased as a result of the lane closures. In addition, the Complete Streets improvements would be designed in accordance with all applicable City roadway regulations to ensure emergency access and evacuation times are satisfactory to the City's Traffic Engineer. The City appreciates the commenter for participating in this process. This comment and response are included in this FEIR for consideration by the City prior to making a final decision on the project.

V2. CHAPTER 4
Comments Not Requiring a CEQA Response

This chapter contains the comment letters received during the public review period for the proposed Coast Highway Corridor Study Project (project) Partially Recirculated Draft Environmental Impact Report (PRDEIR), which do not address the proposed project's environmental effects or the adequacy or accuracy of the environmental analyses within the PRDEIR. These comments are focused on whether or not the City of Oceanside (City) should approve the proposed project or a project alternative; since they do not include comments on the environmental analysis contained in the PRDEIR, specific responses to each of the letters are not necessary. A Master Response, provided below, has been prepared to address these comment letters. **Table V2.4-1** lists the comment letters addressed by this section, which are provided in **Appendix V2.A** of this Final Environmental Impact Report (FEIR) for full consideration by the City during their deliberation on whether or not to approve the proposed project.

TABLE V2.4-1
LIST OF PRDEIR COMMENT LETTERS NOT REQUIRING A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
PRDEIR NCR1	Shanna Schwarze	12/3/2018
PRDEIR NCR2	Lynn Cavalluzzi	1/4/2019
PRDEIR NCR3	Lynn Cavalluzzi	1/4/2019
PRDEIR NCR4	Mark and Elisabeth Koonce	1/4/2019
PRDEIR NCR5	Mark and Elisabeth Koonce	1/4/2019
PRDEIR NCR6	Greg Wilson	1/4/2019
PRDEIR NCR7	Nancy Gregory	1/5/2019
PRDEIR NCR8	Nancy Gregory	1/5/2019
PRDEIR NCR9	Diana Bailey	1/7/2019
PRDEIR NCR10	Lynda Barry	1/7/2019
PRDEIR NCR11	Richard Fox	1/7/2019
PRDEIR NCR12	Todd Gillum	1/7/2019
PRDEIR NCR13	Todd Gillum	1/7/2019

TABLE V2.4-1
LIST OF PRDEIR COMMENT LETTERS NOT REQUIRING A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
PRDEIR NCR14	Dieter Steinmetz	1/7/2019
PRDEIR NCR15	Lowell and Carole Berwick	1/8/2019
PRDEIR NCR16	Irene	1/8/2019
PRDEIR NCR17	Vicki L. Krivoski	1/8/2019
PRDEIR NCR18	Constance Levi	1/8/2019
PRDEIR NCR19	Janet Shepherd	1/8/2019
PRDEIR NCR20	Dr. and Mrs. Barry Slipock	1/8/2019
PRDEIR NCR21	Summer Striler	1/8/2019
PRDEIR NCR22	Danny Bower	1/9/2019
PRDEIR NCR23	Leslie Caton	1/9/2019
PRDEIR NCR24	Kathie Chan	1/9/2019
PRDEIR NCR25	Mary Beth Douglas	1/9/2019
PRDEIR NCR26	Shirlene Gustafson	1/9/2019
PRDEIR NCR27	Mary Jackson	1/9/2019
PRDEIR NCR28	Andrew Lasko	1/9/2019
PRDEIR NCR29	Karie Lasko	1/9/2019
PRDEIR NCR30	Meridee Johnson	1/10/2019
PRDEIR NCR31	Nancy Clark	1/10/2019
PRDEIR NCR32	Philip Clark	1/10/2019
PRDEIR NCR33	Maggie Chow Darlymple	1/10/2019
PRDEIR NCR34	G. Bruce and Maggie Darlymple	1/10/2019
PRDEIR NCR35	Bruce Mortland	1/10/2019
PRDEIR NCR36	Judy Gladden	1/11/2019
PRDEIR NCR37	Judy Holston	1/11/2019
PRDEIR NCR38	B Pellis	1/11/2019
PRDEIR NCR39	Peg Reilly	1/11/2019
PRDEIR NCR40	Patty Remington	1/11/2019

TABLE V2.4-1
LIST OF PRDEIR COMMENT LETTERS NOT REQUIRING A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
PRDEIR NCR41	Jennifer Villalpando	1/11/2019
PRDEIR NCR42	Anne Marie Castellano	1/12/2019
PRDEIR NCR43	Kimberly Hemphill	1/12/2019
PRDEIR NCR44	Janet Henderson	1/12/2019
PRDEIR NCR45	Lance Johannsen	1/12/2019
PRDEIR NCR46	Jane McVey	1/12/2019
PRDEIR NCR47	Jeri Miller	1/12/2019
PRDEIR NCR48	Cathryn Reilly	1/12/2019
PRDEIR NCR49	Michael Richardson	1/12/2019
PRDEIR NCR50	Suelle Shea	1/12/2019
PRDEIR NCR51	Richard J. Webb Sr.	1/12/2019
PRDEIR NCR52	Robin Bookey	1/13/2019
PRDEIR NCR53	Kathy Derham	1/13/2019
PRDEIR NCR54	Sylvia Harmon	1/13/2019
PRDEIR NCR55	Paul Hefferlin	1/13/2019
PRDEIR NCR56	Jack and Beth Pence	1/13/2019
PRDEIR NCR57	Aida C. Ryder	1/13/2019
PRDEIR NCR58	Martin Ryder	1/13/2019
PRDEIR NCR59	Tesbern@sbcglobal.net	1/13/2019
PRDEIR NCR60	Dean Baldridge	1/14/2019
PRDEIR NCR61	Bud Beech	1/14/2019
PRDEIR NCR62	Tami Boschee	1/14/2019
PRDEIR NCR63	Richard and Cynthia Trujillo	1/14/2019
PRDEIR NCR64	Zell and Gary Dwelley	1/14/2019
PRDEIR NCR65	John Edington	1/14/2019
PRDEIR NCR66	John Edington	1/14/2019
PRDEIR NCR67	Dave Ernst	1/14/2019

TABLE V2.4-1
LIST OF PRDEIR COMMENT LETTERS NOT REQUIRING A CEQA RESPONSE

Letter No.	Commenter	Date of Comment
PRDEIR NCR68	Kwja Ferguson	1/14/2019
PRDEIR NCR69	Dale Kirkley	1/14/2019
PRDEIR NCR70	James Knott III	1/14/2019
PRDEIR NCR71	Tracy Meyers	1/14/2019
PRDEIR NCR72	Beatrice Moniz	1/14/2019
PRDEIR NCR73	Laura Moser	1/14/2019
PRDEIR NCR74	Charlene Myers	1/14/2019
PRDEIR NCR75	Camille Peca	1/14/2019
PRDEIR NCR76	Alisa Prestie	1/14/2019
PRDEIR NCR77	Suelle Shea	1/14/2019
PRDEIR NCR78	Lisa and William Skyles	1/14/2019
PRDEIR NCR79	Smwsculptor@gmail.com	1/14/2019
PRDEIR NCR80	Elizabeth West	1/14/2019
PRDEIR NCR81	Michael Wilson	1/14/2019
PRDEIR NCR82	Rebecca Yeomans	1/14/2019
PRDEIR NCR83	Petition 1 – BikeWalk Oceanside	11/26/2018
PRDEIR NCR84	Petition 2 – Save South O	1/6/2019
PRDEIR NCR85	Petition 3 – Save South O	1/6/2019
PRDEIR NCR86	Petition 4 – BikeWalk Oceanside	1/14/2019
PRDEIR NCR87	Petition 5 – Save South O	1/15/2019

Master Response for Comments Not Requiring a CEQA Response

Per Section 15088.5 of the California Environmental Quality Act (CEQA) Guidelines, a lead agency is required to recirculate an Environmental Impact Report (EIR) when significant new information is added to the EIR after public notice is given of the availability of the DEIR for public review under Section 15087 but before certification. If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified for public review. When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. When a lead agency elects to partially recirculate an EIR, it can result in the lead agency receiving more than one set of comments from reviewers. In this case, the lead agency need only respond to: (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

Public notice and circulation of the PRDEIR is subject to the same notice and consultation requirements that applied to the original DEIR, per CEQA Guidelines Sections 15086 and 15087. The public review period for the PRDEIR allowed for public agencies, Tribal governments, and members of the public to submit comments on the revised environmental analyses specifically contained in the various sections of the PRDEIR. Furthermore, commenters can comment on the adequacy and accuracy of the environmental document as well as suggest revisions to the PRDEIR and provide additional mitigation measures based on factual arguments. By including the public review period in the EIR process, a lead agency can provide full disclosure of the environmental impacts of a project as well as incorporate public input into the project prior to final decision.

Similar to the response to comments for the DEIR, the City is required to evaluate and respond to comments on the environmental issues received from persons who reviewed the PRDEIR during the noticed comment period and prepare written responses to those comments in accordance with Section 15088 of the CEQA Guidelines. The written response is required to describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response.

The City, as lead agency, acknowledges and appreciates the time and thought that went into each comment letter submitted during the public review and comment period for the Coast Highway Corridor Study Project PRDEIR. All of the comment letters received for the proposed project have been incorporated into the public record for the proposed project and are included in this FEIR, which will be considered when the City deliberates regarding whether to approve the

proposed project or one of the alternatives. The City, as lead agency, will consider this FEIR, including all comment letters and responses as well as any revisions to the EIR during the City Council's review and consideration of the proposed project, which will occur during public hearings. The City Council will have the opportunity to review and consider each of the comment letters received during the public review period prior to making a final decision on the proposed project.

Section 15204(a) of the CEQA Guidelines state that in reviewing EIRs, persons and public agencies should 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. Furthermore, when responding to comments, lead agencies need only to respond to comments regarding significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure has been made in the EIR.

The City, as lead agency, has provided individual written responses to the comment letters that pertain to specific environmental issues and/or mitigation measures presented within the PRDEIR in Chapters 2 and 3 of Volume 2 of this FEIR. However, the comment letters listed in Table V2.4-1 do not comment on any of the environmental analyses presented in the PRDEIR nor do they pertain to the adequacy or accuracy of the environmental document overall. The majority of these comments are on the project components themselves and express support or opposition to the project. Per Section 15204(a) of the CEQA Guidelines, the City is not required to respond to comments that do not pertain to the project's effects on the environment or the environmental analyses and mitigation measures presented in the PRDEIR. While individual responses to these comment letters have not been prepared, the City appreciates the public's input on the design of the proposed project and will take these comments into consideration when deciding on any potential project changes or in the selection of an alternative for the proposed project.

FEIR Appendices
Provided on CD

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Volume 3
Errata and Comprehensive EIR

V3. CHAPTER 1
Introduction

V3.1.1 Overview of Volume 3

Volume 3 of this Final Environmental Impact Report (FEIR) contains the errata to the Draft EIR (DEIR) and Partially Recirculated Draft EIR (PRDEIR), collectively referred to as the EIR hereinafter. The changes in the errata were made to the EIR in response to comments received during the two public comment periods for the DEIR and PRDEIR, respectively. These corrections and clarifications represent additional information or revisions that do not significantly alter the proposed project, change the EIR's significance conclusions, or result in a conclusion that significantly more severe environmental impacts will result from the proposed project.

In addition, this volume includes the comprehensive EIR in clean text, which includes all of the sections from the DEIR and supporting technical appendices that were not required to be recirculated; the sections and technical appendices from the PRDEIR, which supersede the original versions from the DEIR; and the corrections and changes contained in the errata to the EIR.

V3.1.2 Purpose of Volume 3

The purpose of Volume 3 is to produce a comprehensive EIR that includes all changes implemented under the PRDEIR as well as the minor changes or revisions in response to the comments received on the DEIR and PRDEIR, which are contained in the errata. Specifically, the errata to the EIR has been included in this volume in ~~strikeout~~/underline format to easily disclose these minor changes or revisions to the EIR to the public and decision-makers of the project. In addition, the comprehensive EIR has been provided so the public and decision-makers can easily discern the final environmental analyses, impacts, and mitigation measures associated with the proposed project and alternatives. Furthermore, the comprehensive EIR will allow the City to use the EIR to efficiently process subsequent projects or actions proposed under the project or a project alternative, depending on approval by the City Council.

V3.1.3 Contents of Volume 3

Volume 3 is organized into the following chapters:

- Chapter 1 *Introduction,* consists of a brief summary of the purpose and contents of Volume 3

- Chapter 2 *Errata,* contains the corrections and clarifications that represent additional information or revisions that do not significantly alter the proposed project, change the EIR's significance conclusions, or result in a conclusion that significantly more severe environmental impacts will result from the proposed project.

- Chapter 3 *Fully Consolidated EIR,* contains all of the sections from the DEIR and supporting technical appendices that were not required to be recirculated; the sections and technical appendices from the PRDEIR, which supersede the original versions from the DEIR; and the corrections and changes contained in the errata to the EIR.

V3. CHAPTER 2
Errata to EIR

This section contains revisions to the Draft EIR (DEIR) and Partially Recirculated Draft EIR (PRDEIR), collectively referred to as the EIR hereinafter. The changes below were made to the EIR in response to comments received during the two public comment periods for the DEIR and PRDEIR, respectively. These corrections and clarifications represent additional information or revisions that do not significantly alter the proposed project, change the EIR's significance conclusions, or result in a conclusion that significantly more severe environmental impacts will result from the proposed project. Instead, the errata made to the EIR below merely "clarifies or amplifies or makes insignificant modifications" in the already adequate EIR, as is permitted by CEQA Guidelines Section 15088.5(b).

The revisions that follow were made to the text of the EIR and have been separated between the DEIR and the PRDEIR. Amended text is identified by page number. Additions to the EIR text are shown with underlining and text removed from the EIR is shown with ~~strikethrough~~. The errata to the EIR has been included in this volume with the stated format to easily disclose these minor changes or revisions to the EIR to the public and decision-makers of the project. The following revisions have also been incorporated in clean text into the EIR contained in this volume.

V3.2.1 Revisions to the DEIR

The following revisions to the text of the DEIR are made:

Chapter 2, Project Description

Page 2-10 has been revised to include additional details about the improvements proposed under the Complete Streets improvements and includes a new figure showing the design of a typical roundabout proposed for Coast Highway (please note that subsequent figures have been renumbered in the clean EIR):

> "Furthermore, key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, traffic-calming measures, and streetscape enhancements, such as removing dead trees and replanting trees. The 12 roundabouts would include dedicated, setback pedestrian crosswalks along all roadways leading into the roundabout, as shown in Figure 2-5. In combination with the 10 mid-block crosswalks, the proposed project would result in 22 new pedestrian crosswalks

along Coast Highway, which would increase pedestrian safety and allow for greater access to the coastal area. These enhancements to the landscaping and roadway would help implement the vision of the corridor established within the Vision Plan".

Section 3.2, Air Quality

Page 3.2-10 has been revised to include an additional San Diego Air Pollution Control District (SDAPCD) regulation that is applicable to new construction:

"The following SDAPCD rules and regulations apply to new construction:

- Regulation IV: Prohibitions; Rule 50: Visible Emissions. Specifies standards for the discharge of any air contaminant other than uncombined water vapor, except as otherwise provided in Section (b) of the Rule.

- 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."

Page 3.2-18 has been revised to make the VMT analysis consistent with the updated VMT analysis stated in the revised Traffic Impact Analysis (TIA) (2018) and Section 3.14, *Transportation and Traffic*, contained in the PRDEIR:

"The TIA for the project evaluates daily per capita vehicles miles traveled (VMT) for 2008 base-year conditions and for 2035 both with and without project implementation. Future year 2035 with project conditions would be approximately ~~6.36~~6.33 VMT per capita, compared to the 2008 model base year of 6.56 VMT per capita (IBI ~~2017~~2018). Future year 2035 conditions without the project would be approximately ~~7.11~~7.02 VMT per capita (IBI ~~2017~~2018). Thus, project implementation would reduce VMT per capita compared to the 2008 model base year and future no project conditions by approximately ~~3~~4 percent and ~~11~~10 percent, respectively. Therefore, the project would result in increased transportation efficiency on a per-capita basis relative to the 2008 model base year and future year 2035 no project conditions, and would reduce per capita mobile source emissions. This reduction in per-capita VMT is supportive of per-capita VMT reduction efforts in the SANDAG 2050 RTP and SCS."

Page 3.2-19 has been revised to include additional measures under MM Incentive District AIR-1a:

"**MM Incentive District AIR-1a:** Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual development projects proposed under the Incentive District shall comply with the following land preparation, excavation, and/or demolition mitigation measures during construction activities:

- All soil excavated or graded should be sufficiently watered to prevent excessive dust. Watering should occur with complete coverage of disturbed soil areas.

Watering should be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations.

- All clearing, grading, earth moving and excavation activities should cease: (a) during periods of winds greater than 20 mph (averaged over 1 hour as measured by an on-site anemometer or an off-site anemometer that is representative of the construction area), if disturbed material is easily windblown, or (b) when visible dust plumes impact public roads, occupied structures, or neighboring property.
- Vehicles traveling over unpaved roadways shall be limited to 15 miles per hour or less. Signs shall be posted at construction sites identifying the maximum speed limit.
- All trucks hauling dirt, sand, soil, or other loose material shall be covered or maintain at least 2 feet of freeboard, in accordance with the requirements of California Vehicle Code (CVC) Section 23114.
- If more than 5,000 cubic yards of fill material will be imported or exported from the site, all haul truck access points shall be equipped with a gravel pad, rumble pad, or similar control to reduce vehicle trackout.
- Adjacent streets with visible dust, dirt, sand, or soil material accumulation shall be cleaned and the accumulated material removed using street sweepers.
- Stockpiles of soil or other fine loose material shall be stabilized by watering, covered with tarp, or other appropriate method to prevent wind-blown fugitive dust.
- Where acceptable to the local fire department, weed control should be accomplished by mowing instead of digging, thereby, leaving the ground undisturbed and with a mulch covering.
- <u>Locate construction staging areas away from sensitive receptor areas, such as schools, to the extent practicable.</u>
- <u>Minimize the free drop height of excavated soil during batch-drop operations (i.e., earthwork with front-end loader or backhoe) so that the generation of dust is limited to the immediate area around the truck bed or storage pile.</u>
- <u>Install project landscaping in appropriate areas as soon as construction in an area is complete to minimize exposed soils.”</u>

Page 3.2-19 has been revised to include additional measures under MM Incentive District AIR-1b:

> **“MM Incentive District AIR-1b:** Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual proposed projects shall comply with the following construction equipment mitigation measures:

- Construction equipment, on-road trucks, and emission control devices shall be properly maintained and tuned in accordance with manufacturer specifications.
- Construction contractors shall be required to comply with California's on-road and off-road vehicle emissions regulations, including the CARB idling restrictions and the USEPA/CARB on-road and off-road diesel vehicle emissions standards, as required by 13 CCR, Sections 2485, 2025(h), and 2449.
- Off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrappers, tractors, loaders, etc.) shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB such as certified Level 3 Diesel Particulate Filter or equivalent. A copy of each unit's certified BACT documentation and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- Route construction trucks away from sensitive receptor areas.
- Where available, use electricity from power poles rather than temporary diesel or gasoline powered generators."

Pages 3.2-20 has been revised to include additional measures under MM Incentive District AIR-2:

MM Incentive District AIR-2: Prior to the issuance of a building permit, individual development projects proposed under the Incentive District regulations shall comply with the following mitigation measures:

a. Provide direct pedestrian and bicycle access from any Incentive District residential development with a density of four or more residences per acre and in any mixed-use or commercial development to ~~off-site adjacent neighborhood amenities, parks, schools, shopping areas, existing bike paths, and transit stops~~ the public right-of-way. Low-, medium-, and high-density Incentive District developments shall ~~have~~ provide curbs and sidewalks on ~~both sides of the street~~ all public street frontages. Curbs and sidewalks shall also be provided on both sides of all internal streets, unless an equivalent or superior pedestrian path is provided within the development.

b. For medium- to high-density residential, mixed-use, or commercial developments in the Incentive District area where transit services exist but no transit stop is located within 0.5 mile of the development site, or where transit service does not exist and the development project is within a transit district's sphere of influence, development projects shall provide plans indicating locations of bus turnouts and loading areas with shelters that are acceptable to the local transit provider.

c. Promote the expanded use of renewable fuel and low-emission vehicles by including one or both of the following project components: preferential parking for ultra-low emission, zero-emission, and alternative-fuel vehicles; and/or

electric vehicle supply equipment within the development that meets or exceeds the Tier 1 ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

d. Development projects shall be required to reduce energy consumption by designing buildings that meet or exceed the Tier 1 building energy budget ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

e. Development projects shall be required to reduce water consumption by installing water-efficient fixtures, appliances, toilets/urinals, and landscape irrigation systems that meet or exceed the Tier 1 ~~requirements~~ standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

f. Development projects shall promote transportation demand management principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and the use of public transportation or other measures, as appropriate.

Section 3.6, Greenhouse Gas Emission

Page 3.6-11 has been revised to make the VMT analysis consistent with the updated VMT analysis stated in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, contained in the PRDEIR:

> "As discussed previously, the TIA for the project shows that daily per capita VMT under future year 2035 with project conditions would be reduced compared to the 2008 model base year and future no project conditions by approximately ~~3~~4 percent and ~~11~~10 percent, respectively (IBI ~~2017~~2018). The project would reduce per capita VMT by locating more people near residential and commercial land uses and services, which would allow residents to walk to both places of employment and play. Because both the Complete Streets and Incentive District would be generally consistent with the scoping plan measures and the SANDAG RTP/SCS, impacts would be less than significant."

Section 3.8, Hydrology and Water Quality

Page 3.8-12 has been revised to include a discussion of the Carlsbad Watershed Management Area Water Quality Improvement Plan under the regional regulatory setting heading:

"Carlsbad Watershed Management Area Water Quality Improvement Plan

The Carlsbad Watershed Management Area WQIP was developed to demonstrate compliance with the Regional MS4 Permit (Order No. R9-2013-0001) discussed above. This watershed-specific plan was developed by the Copermittees of the Carlsbad Watershed Management Area (City of Oceanside, City of Carlsbad, City of Encinitas, City of Escondido, City of San Marcos, City of Solana Beach, City of Vista, and the County of San Diego), and is intended to provide a process by which the Copermittees can select and address the highest priority water quality issues (Project Clean Water 2019). The ultimate goal of the Carlsbad Watershed Management Area WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality will 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 WQIP includes drainage area assessments of the highest priority areas in order to identify the pollutant discharges and other sources that are causing the high priority condition. It also provides strategies to address high-priority water quality conditions, interim and final water quality targets for these strategies, and timelines to achieve the targets. While the primary focus of the WQIP is on water quality, it also provides multi-benefit project goals, targets, identification, assessment, prioritization, and timelines for implementation within the Watershed Management Area."

Section 3.14, Transportation and Traffic

Page 3.14-11 has been revised to include the preferred name of the San Diego Association of Governments' (SANDAG) Regional Plan:

"San Diego Associated Governments San Diego Forward: The Regional Plan ~~2050 Regional Transportation Plan~~

~~The 2050 Regional Transportation Plan (RTP)~~ SANDAG's San Diego Forward: The Regional Plan (Regional Plan) acts as a blueprint for maintaining and improving the region's transportation systems. The plan focuses on building a transportation system that encompasses sustainability, land use patterns, and social equity. The Regional Plan ~~RTP~~ also outlines plans for maintaining, improving, and developing regional modes of transit, including rail systems, bus rapid transit, and roadways.

San Diego County Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is part of SANDAG's Regional Plan ~~RTP~~. SANDAG is the subregional planning agency for

San Diego County and is responsible for the preparation and adoption of the county's CMP. The purpose of the CMP is to monitor the performance of the region's…."

Chapter 4, Cumulative Impacts

Table 4-2, Cumulative Projects within the Project Area, and Figure 4-1 have been revised to remove the reference to the 1010 Oceanside project, as shown below. All references to 44 cumulative projects will be revised to 43 cumulative projects in the EIR contained in this volume of the Final EIR.

TABLE 4-2
CUMULATIVE PROJECTS WITHIN THE PROJECT AREA

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
1	Hyatt Place	APN: 1430404100	Commercial	120-Unit Hotel 11,800 sf Restaurant	Entitled
2	Cleveland St. Beach Lofts	314 N. Cleveland St.	Mixed-Use	2,000 sf Office and Retail 10 Condo Units	Entitled
3	Portola	303 Pier View Way	Residential	15 Residential Condos 7 Live/Work Units	Entitled
4	The Belvedere	902 Seagaze Dr.	Mixed-Use	124-Room Hotel, 90 Live/Work Lofts, 8,357 sf Retail	Entitled
5	Oceanside Beach Resort	Pier View Way and Pacific St.	Commercial	389-Unit Hotel, 18,500 sf Visitor Commercial 20,000 sf Multifunctional Space	Entitled
6	GF Properties Mixed-Use Project Block 5	APN: 1473700400	Mixed-Use	35 Residential Units 1,602 sf Retail	Entitled
7	GF Properties Mixed-Use Project Block 18	APN: 1473700300	Mixed-Use	66 Residential Units 10,563 sf Retail	Under Construction
8	GF Properties Mixed-Use Project Block 19	APN: 1473700400	Mixed-Use	101 Residential Units 12,340 sf Retail	Entitled
9	GF Properties Mixed-Use Project Block 20	APN: 1473700400	Mixed-Use	29 Residential Units 15,057 sf Retail	Entitled
10	Seacliff Terraces	APN: 14304023 and 14304054	Mixed-Use	52 Residential Units Underground Parking Garage (122 spaces) 1,056 sf Retail	Entitled
11	Cleveland St. Townhomes	414 S. Cleveland	Residential	8 Residential Units	Under Construction
12	Breeze Luxury Apartments	APN: 152-121-06, 152-123-05, 152-123-20, 152-320-11	Residential	90 Residential Units 2 levels of underground parking	Under Review
13	Pacific Terrace	514 Morse St.	Residential	32 Residential Condos	Under Construction
14	Vine St. Collection	APN: 152-320-40	Residential	58 Townhome Units	Entitled

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
15	508 N. Tremont Condos	508 N. Tremont	Residential	3 Residential Condos	Entitled
16	519 S. Myers Condos	519 S. Myers	Residential	4 Residential Condos	Entitled
17	206 S. Pacific Residence	206 S. Pacific	Residential	Replace 3 apartment units with 1 new 5,000 sf SFD	Entitled
18	Weitzel Apartments	402 Weitzel	Residential	32 Affordable Apartment Units	Entitled
19	Myers 12	1909 S Myers St.	Residential	12 Single-Family Attached Units with Off-Street Parking	Under Review
20	150 S. Myers Condos	150 S. Myers	Residential	4 Residential Condos	Under Review
21	910 S. Tremont	910 S. Tremont	Mixed-Use	5 Units with 1 Live/Work Unit	Under Review
22	1213 S. Nevada St. Apartments	1213 S. Nevada St.	Residential	3 Residential Condos	Entitled
23	829 S. Pacific Condos	829 S. Pacific	Residential	2 Residential Condos	Under Review
24	624 N. Coast Hwy.	624 N. Coast Hwy	Commercial	3,720 sf Commercial Space	Under Review
25	Coast Highway Bridge	San Luis Rey River	Bridge Replacement	Replace existing structure	EIR in process
26	Villa Capri	1002 Costa Pacifica Way	Residential	3 Residential Condos	Entitled
27	308 N. Tremont	308 N. Tremont St.	Residential	3 Residential Condos	Pending Application
28	Fraser & Covell	378 Sportfisher Dr.	Residential	4 Single-Family Row Homes	Entitled
29	Hayek	405 N. Tremont	Residential	2 Units	Entitled
30	SDG&E Substation	Civic Center Dr. and Tremont St.	Utility	Utility Substation	Pending Application
~~31~~	~~1010 Oceanside~~	~~Mission Ave., between Clementine St. and Horne St.~~	~~Mixed-Use~~	~~124-Room Hotel 90 Live/Work Lofts 8,357 sf Retail~~	~~Entitled~~
31~~32~~	Japanese Craft Brewery	Mission Ave., between Tremont St. and Cleveland St.	Commercial	Brewery	Pending Application
32~~33~~	Chapman Condos	416 S. Meyers St.	Residential	2 Residential Condos	Entitled
33~~34~~	523 S. Meyers	523 S. Meyers St.	Residential	7 Residential Condos	Entitled
34~~35~~	602 S. Meyers	602 S. Meyers St.	Residential	2 Residential Condos	Under Construction
35~~36~~	502 S. The Strand	502 S. The Strand	Residential	2 Single-Family Units	Under Construction

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
36~~37~~	412 S. The Strand	412 S. The Strand	Residential	4 Residential Condos	Entitled
37~~38~~	Pack Duplex	312 S. The Strand	Residential	2 Residential Condos	Entitled
38~~39~~	217 S. Pacific St.	217 S. Pacific St.	Residential	2 Residential Condos	Entitled
39~~40~~	218 S. The Strand	218 S. The Strand	Residential	2 Residential Condos	Entitled
40~~41~~	North Beach Promenade – Lot 23	Cleveland St., between Civic Center Dr. and Pier View Way	Mixed-use	10,000 sf Retail 52 Residential Units 357 Parking Spaces	Entitled
41~~42~~	Windward Way	Windward Way and Meyers St.	Residential	3 Single-Family Homes	Entitled
42~~43~~	Stone Terrace	724 N. Pacific St	Residential	4 Units	Entitled
43~~44~~	Tin Fish Restaurant Patio	302 The Strand	Commercial	Patio Repairs	Pending Application

Chapter 6, Other CEQA Considerations

The California Resources Agency adopted updates to the State CEQA Guidelines, including updates to Appendix G, in December 2018 for implementation in 2019. The updates to the State CEQA Guidelines caused the following section numbers to be revised.

Page 6-1 has been revised to reflect the new section number of the CEQA Guidelines which requires the analysis of growth-inducing impacts:

"6.1 Growth-Inducing Impacts

Pursuant to Section ~~15126.2(d)~~15126.2(e) of the CEQA Guidelines, an EIR must address whether a project will directly or indirectly foster growth. Section ~~15126.2(d)~~15126.2(e) reads as follows:

> *[An EIR shall] discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in population may further tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."*

Page 6-2 has been revised to reflect the new section number of the CEQA Guidelines which requires the analysis of significant irreversible environmental changes:

"6.2 Significant Irreversible Environmental Changes

CEQA Guidelines Section ~~15126.2(e)~~15126.2(d) requires that an EIR analyze the extent to which a proposed project's primary and secondary effects would impact the environment and commit nonrenewable resources to uses that future generations would not be able to reverse."

Page 6-3 has been revised to reflect the new section number of the CEQA Guidelines which requires the analysis of significant and unavoidable impacts:

"6.3 Significant Unavoidable Impacts

CEQA Guidelines Section ~~15126.2(b)~~15126.2(a) 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."

Page 6-11 has been revised to make the VMT analysis consistent with the updated VMT analysis stated in the revised TIA (2018) and Section 3.14, *Transportation and Traffic*, contained in the PRDEIR:

"The TIA for the project shows that daily per capita vehicles miles traveled (VMT) under future year 2035 with project conditions would be approximately ~~6.36~~6.33 VMT per capita, compared to the 2008 model base year of 6.56 VMT per capita (IBI ~~2017~~2018). Future year 2035 conditions without the project would be approximately ~~7.11~~7.02 VMT per capita (IBI ~~2017~~2018). Thus, VMT per capita would be reduced with the project compared to the 2008 model base year and future no project conditions by approximately ~~3~~4 percent and ~~11~~10 percent, respectively. Therefore, future development that could occur through adoption of the Incentive District would result in increased transportation efficiency on a per capita basis relative to the 2008 model base year and future year 2035 "no project conditions," and would reduce per capita mobile source energy demand. This reduction in per capita VMT is supportive of per capita VMT reduction efforts in the SANDAG 2050 RTP and SCS."

Chapter 7, Acronyms, References, and List of Preparers

Page 7-15 has been revised to include the following reference under the heading, Hydrology and Water Quality:

"Project Clean Water, 2019. *Carlsbad Water Quality Improvement Plan.* Accessed March 20, 2019. Available at: http://www.projectcleanwater.org/carlsbad-water-quality-improvement-plan/"

Appendix 13, LUP Text Amendments

Page 7 of Appendix 13 is revised to include Table 2:

Table 2

LOCAL DISCRETIONARY REVIEW REQUIREMENTS

TYPE OF PROJECT	COASTAL DEVELOPMENT PERMIT	DESIGN REVIEW	DEMOLITION PERMIT (where applicable)
Projects within Coastal Appeal Area:			
All developments	X	X	*
Projects Outside the Coastal Appeal Area:			Residential Demolitions Only
Single Family Residences			*
Multi Family Projects of 2 to 20 units			"
Multi Family Projects of 20 or more units	X		"
Commercial Uses on sites of less than 2½ acres		X	"
Commercial Uses on sites greater than 2½ acres	X	X	"
Industrial Uses	X	X	"
Subdivisions pursuant to the State Subdivision Map Act	X		
All developments within the Redevelopment Area pursuant to the Redevelopment Design Guidelines	X	X	"
All developments in the Harbor Precise Plan Area pursuant to the Harbor Design Guidelines and Application Procedures	X	X	X

Table 2 (Continued)

LOCAL DISCRETIONARY REVIEW REQUIREMENTS

TYPE OF PROJECT	COASTAL DEVELOPMENT PERMIT	DESIGN REVIEW	DEMOLITION PERMIT (where applicable)
All developments within the San Luis Rey River Specific Plan Area	X	X	* Residential Demolitions Only
Any other uses requiring Conditional Use Permits pursuant to the City's Zoning Ordinance	X	X	"
Sign Permits			
Public Projects such as parks, community buildings, and recreational facilities	X	X	
Shoreline structure projects, such as seawalls, revetments, jetties, groins, etc.			
Mining or extraction of materials	X		

X Indicates projects for which local permits are already required.

* Indicates projects which are currently regulated by the Coastal Commission, but not by the City. The City would assume permit authority for these types of projects upon certification of the LCP.

V3.2.2 Revisions to the PRDEIR

The following revisions to the text of the PRDEIR are made:

Section 3.14, Transportation and Traffic

Page 3.14-2 has been revised to clarify that parallel parking is allowed on Oceanside Boulevard, west of Coast Highway but not east of Coast Highway:

> **"Oceanside Boulevard** – A collector street located south of Wisconsin Avenue. It begins at Pacific Street, crosses the TIA study area and continues east outside the TIA study area boundaries. Parallel on-street parking is permitted west of Coast Highway. Between Coast Highway and I-5, Oceanside Boulevard has a striped bicycle lane and parallel parking is not permitted."

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V3. CHAPTER 3
Comprehensive EIR

This section contains the comprehensive EIR in clean text, which includes all of the sections from the Draft Environmental Impact Report (DEIR) and supporting technical appendices that were not required to be recirculated; the sections and technical appendices from the Partially Recirculated Draft Environmental Impact Report (PRDEIR), which supersede the original versions from the DEIR; and the corrections and changes contained in the Section 2, *Errata to the EIR*, of Volume 3 of this Final Environmental Impact Report (FEIR).

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OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Environmental Impact Report

Prepared for
City of Oceanside

April 2019

ESA

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SUMMARY

S.1 Introduction

This summary provides an overview of the Coast Highway Corridor Study Environmental Impact Report (EIR) as required by the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq. and California Code of Regulations Title 14 Section 15000 et seq. [CEQA Guidelines]). This EIR is an informational document prepared by the lead agency that must be considered by decision makers before approving or denying a proposed project. The City of Oceanside (City) is the lead agency for this project.

This EIR has been prepared to evaluate the environmental impacts associated with implementation of the proposed Coast Highway Corridor Study Project (proposed project, or project). This EIR is an informational document intended for use by the City of Oceanside, other public agencies, and members of the general public in evaluating the potential environmental effects of the proposed project.

This EIR has been prepared in compliance with requirements of CEQA to address any potential environmental impacts resulting from implementation of the project. The project consists of two components, the Complete Streets improvements and the Coast Highway Incentive District.

CEQA Statute Section 21002 requires that an EIR identify the significant effects of a project on the environment and provide measures or alternatives that can mitigate or avoid these effects. This EIR evaluates the environmental effects associated with the project and discusses the manner in which the 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 project and its environmental effects.

S.2 Summary of the Proposed Project

The proposed project consists of two components, the Complete Streets improvements and the Coast Highway Incentive District (herein referred to as the Incentive District). The Complete Streets improvements include proposed modifications to the Coast Highway corridor and roadway, such as lane conversions, street improvements, intersection roundabouts, and increased parking, pedestrian, transit, and bicycle facilities.

The Incentive District is an amendment to the Zoning Ordinance. Incentive Districts are imposed over existing zoning designations and contain provisions that are applicable in addition to those contained in the existing zoning designations. If adopted, the Incentive District would be an optional zoning program that individual developers could use to apply for new development or redevelopment within the Incentive District boundary in lieu of the existing zoning. The Incentive District would facilitate implementation of the Coast Highway Vision and Strategic Plan (Vision Plan) by encouraging redevelopment and revitalization of the Coast Highway corridor. Implementation of the Incentive District would require amendments to the General Plan, Local Coastal Program (LCP), and Zoning Ordinance.

Project Location

The proposed project is located within the city of Oceanside, California, in northern San Diego County. The project area includes both the Complete Streets improvements, including proposed intersection roundabouts, within the Coast Highway corridor and the Incentive District boundaries. The portion of Coast Highway that includes the Complete Streets improvements spans approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the city's southern boundary. The Incentive District boundaries are irregular in shape and extend from Seagaze Drive to the north past Eaton Street to the south. Generally, Ditmar Street and Pacific Street span the east and west boundaries. The Pacific Ocean coastline is located less than one-half mile to the west of Coast Highway.

Project Objectives

The City of Oceanside has defined the following goals and objectives of the proposed project:

Goal 1: Transform Coast Highway into a "Complete Streets" that accommodates all roadway users (pedestrians, bicyclists, and automobiles)

Objectives:

- Improve the pedestrian environment
- Provide a continuous striped bicycle lane
- Improve traffic flow and implement traffic calming measures to reduce traffic intrusion to adjacent neighborhoods
- Provide access to and facilitate the use of transit facilities

Goal 2: Improve safety for all roadway users

Objectives:

- Slow traffic speeds and improve traffic flow
- Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections
- Add new, mid-block pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway

Goal 3: Facilitate implementation of the Coast Highway Vision and Strategic Plan

Objectives:

- Encourage redevelopment and continued investment within the Incentive District by providing development incentives in exchange for community benefits to enhance and revitalize the project area
- Increase on-street parking supply corridor-wide to support new land uses
- Foster a built environment along Coast Highway that includes:
  - Streets and spaces that are pedestrian-scale and pleasurable to walk within
  - Architecture that announces gateways, key intersections, and public spaces
  - A consistent street frontage throughout the nodes
  - Building architecture that is high quality and provides variation and diversity

Description of the Complete Streets Improvements

The 3.5-mile stretch of Coast Highway currently operates with four travel lanes, two northbound and two southbound, with limited on-street parking and no designated bicycle facilities. Implementation of the proposed project would improve infrastructure for all modes of transportation, including bicycle, pedestrian, and transit services, while also accommodating forecast future traffic volumes within the corridor. Specifically, the Complete Streets improvements would convert Coast Highway from four lanes to two lanes (one travel lane in each direction) for the length of the corridor, with segments of two southbound travel lanes between State Route (SR) 76 and Surfrider Way, and south of Kelly Street to Eaton Street. Further, key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, traffic-calming measures, and streetscape enhancements, such as removing dead trees and replanting trees. These enhancements to the landscaping and roadway would help implement the vision of the corridor established within the Vision Plan.

The Coast Highway corridor is divided into five major segments for purposes of describing the Complete Streets improvements, as follows:

- Segment 1: Harbor Drive to SR 76
- Segment 2: SR 76 to Wisconsin Avenue
- Segment 3: Wisconsin Avenue to Oceanside Boulevard
- Segment 4: Oceanside Boulevard to Morse Street
- Segment 5: Morse Street to Eaton Street

Within each of the five major segments, there may be minor differences on a block-by-block basis to accommodate variations in roadway configurations designed to provide appropriate traffic turning lanes, parking, and/or bicycle facilities. Chapter 2, Project Description, provides more detail on the improvements proposed for each of the segments.

Description of the Coast Highway Incentive District

In addition to the Complete Streets improvements, the proposed project also includes an amendment to the City's Zoning Ordinance to create a Coast Highway Incentive District (the Incentive District) (refer to Figure 2-2, Project Area and Vicinity). The Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing zoning. If adopted, the Incentive District would be an optional zoning program that individual developers could use to apply for new development or redevelopment within the Incentive District boundary. However, if a developer or property owner does not choose to adhere to the Incentive District, then future development may still occur solely consistent with the existing zoning. Implementation of the Incentive District would require amendments to the City's General Plan, LCP, and Zoning Ordinance.

The City prepared the Coast Highway Vision and Strategic Plan (Vision Plan) and the City Council voted to accept the Vision Plan in 2009 to serve as an advisory document to help guide future development within the Coast Highway corridor. The concept of the Incentive District was inspired by the Vision Plan, which served as a guidance document along with the City's General Plan during the development of the Incentive District.

The primary purpose of the Incentive District is to encourage redevelopment and revitalization of the Coast Highway corridor through land use regulations, design and development criteria, and development incentives that will encourage sustainable, high-quality development. Consistent with the overall ideas within the Vision Plan, the Incentive District would establish regulations intended to:

1. Incent redevelopment and revitalization of the Incentive District by streamlining the development review process and providing development incentives.
2. Encourage sustainable, high-quality development consistent with the intent and objectives articulated in the Coast Highway Vision and Strategic Plan.
3. Create distinct pedestrian-oriented subareas, including:
    a) Urbane mixed-use nodal areas featuring relatively intense commercial land use and residential density; development in these nodal areas will generally be taller and more

street-adjacent than development in other subareas; commercial uses, including visitor-serving businesses, will provide a wide range of employment opportunities.

b) Commercial Villages featuring neighborhood-serving commercial uses in a suburban main street setting; these villages also allow for mixed-use development, consistent with underlying zoning standards.

c) Transitional Avenue segments featuring a combination of mixed-use, standalone commercial, and standalone residential development with generally less land use intensity and residential density relative to nodal areas; providing for auto-related uses, these segments are characterized by more expansive setbacks and landscaping.

4. Promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms.
5. Facilitate the creation of vibrant community places and tourist destinations.
6. Treat Coast Highway as a complete, multi-modal street that is safe, pedestrian and bicycle friendly, accessible, attractive, visually and functionally engaging for users of all ages and abilities, and well integrated with adjoining neighborhoods along the corridor.

The Incentive District incents development and redevelopment by offering a streamlined development review process, expanding the land uses permitted by right, reforming parking standards, and allowing increased height of buildings in certain planning areas, with discretionary approval. In addition, the Incentive District includes a Residential Density Bonus Program that allows for increased residential density for nodal development in exchange for public benefits. These benefits include providing one or more of the following: additional open space, public parking, additional commercial floor area, and payment to a Public Improvement Fee. Further, the Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan.

The Incentive District also seeks to create a better balance of land uses in recognition of the market potential and the desire of the City to promote an increase of residential, office, hotel, and retail/restaurant uses. Chapter 2, Project Description, summarizes additional development from existing conditions that is expected to occur with implementation of the Incentive District through the year 2035. The new development anticipated under the Incentive District would be consistent with the growth and development potential under the City's General Plan land use regulations and could occur under current conditions. However, it is expected that implementation of the Incentive District development might encourage growth and/or new land uses that could occur more quickly than under current conditions.

S.3 Summary of Project Alternatives

Pursuant to 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 California Code of Regulations (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)).

The following provides a summary of each of the alternatives that are considered in this EIR. For a full discussion of the alternatives and an evaluation of their potential environmental effects, refer to Chapter 5, Alternatives to the Proposed Project.

No Project Alternative

Under the No Project Alternative, the project area would remain as it is under existing conditions. Coast Highway would consist of four travel lanes, and the Incentive District would not be established. In addition, under the No Project Alternative, no roundabouts, mid-block crosswalks, raised medians, continuous bicycle lanes, or enhanced streetscaping would be provided. The amount of public parking would remain the same as existing conditions. Instead of allowing the use of the optional Incentive District development regulations and guidelines, the project area would continue to be developed and/or redeveloped using the existing land use designations from the City's General Plan and the existing Zoning Ordinance. As directed by Section 15126.6(a)(3)(A) of the CEQA Guidelines, when a project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the No Project Alternative will be the continuation of the existing plan, policy, or operation into the future. Thus, impacts that would be reasonably anticipated to occur with development under the existing Zoning Ordinance and General Plan are compared to the anticipated impacts of development under the proposed Incentive District (as identified in Chapter 3 of this EIR).

Alternative 1 – Four Lanes between Oceanside Boulevard and Vista Way + Incentive District

Under this alternative, the Complete Streets improvements would be modified to extend only from Harbor Drive to Oceanside Boulevard. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes, ergo, one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Oceanside Boulevard to the southern boundary of the city. A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections:

- Coast Highway & SR 76
- Coast Highway & Civic Center Drive
- Coast Highway & Pier View Way
- Coast Highway & Washington Avenue
- Coast Highway & Wisconsin Avenue
- Coast Highway & Michigan Avenue
- Coast Highway & West Street

In addition to the seven roundabouts, Alternative 1 would provide Class II striped bicycle lanes from Oceanside Boulevard to Morse Street, Class III sharrow markings on Coast Highway between Morse Street and Vista Way, and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As in existing conditions, on-street parking

would remain on Coast Highway between Oceanside Boulevard and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 1 would also provide streetscaping improvements along Coast Highway from Oceanside Boulevard to Vista Way, which include sidewalk enhancements and parkway landscaping. Additionally, under this alternative, all other components associated with the Incentive District would remain the same as the proposed project.

Alternative 2 – Four Lanes between Morse Street and Vista Way + Incentive District

Under this alternative, the Complete Streets improvements would be modified to extend from Harbor Drive to Morse Street, a shorter length than the improvements included in the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city. A median would divide the two travel lanes and seven roundabouts would be constructed at the same intersections as in Alternative 1.

In addition to the seven roundabouts, Alternative 2 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As under existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 2 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping. Additionally, under this alternative, all other components associated with the Incentive District would remain the same as the proposed project.

Alternative 3 – Complete Streets Improvements and Incentive District to Morse Street and Existing Conditions between Morse Street to Vista Way

Under this alternative, both the Complete Streets improvements and the Incentive District would be modified to extend from Harbor Drive to Morse Street, which would reduce the project footprint compared to the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction from Harbor Drive to Morse Street. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to Figure 5-7). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections[1]:

[1] Numbering refers to the intersection reference numbering found in Section 3.14.

- Coast Highway & SR 76
- Coast Highway & Civic Center Drive
- Coast Highway & Pier View Way
- Coast Highway & Washington Avenue
- Coast Highway & Wisconsin Avenue
- Coast Highway & Michigan Avenue
- Coast Highway & West Street

In addition to the seven roundabouts, Alternative 3 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As under existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way, and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 3 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping.

Alternative 3 would also limit the boundaries of the Incentive District, where the optional zoning program would not apply to properties south of Morse Street. Unlike Alternative 1 and 2, Alternative 3 would differ from the proposed project in the boundaries of the Incentive District.

Alternative 4 – Complete Streets Improvements Only, No Incentive District

Under this alternative, only the Complete Streets improvement component of the proposed project would be implemented. This alternative would still convert Coast Highway from four lanes to two lanes (one travel lane in each direction) for the length of the corridor, with segments of two southbound travel lanes between State Route (SR) 76 and Surfrider Way, and south of Kelly Street to Vista Way. Other key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, raised medians, traffic-calming measures, and streetscape enhancements such as removing dead trees and replanting trees. The Incentive District would not be established under this alternative. Growth would occur in the project area similar to current trends under existing land use regulations. Similar effects to the development and redevelopment enabled under the Incentive District could occur in the project area under existing growth regulations, but possibly not as quickly as with implementation of the Incentive District.

While the majority of this EIR focuses on the option of converting Coast Highway from four lanes to two lanes (one travel lane in each direction) for the 3.5-mile length of the Coast Highway corridor, the City could also opt to adopt an alternative that narrows the extent of the improvements— Alternative 1, Alternative 2, or Alternative 3. Alternative 1 would retain four lanes south of Oceanside Boulevard, while Alternatives 2 and 3 would

retain four lanes south of Morse Street. Refer to Chapter 5 for further consideration of these alternatives.

A thorough analysis of the traffic and circulation implications of implementation of Alternatives 1through 3 has been conducted, which is provided in the TIA (Appendix G of this EIR) and is summarized in Chapter 5. Other than traffic and circulation, Alternatives 1 and 2 would result in similar impacts as the proposed project. Given the traffic and circulation implications of Alternatives 1 and 2 have been addressed at an equal level of detail in the technical analyses contained in this EIR, the City could opt to adopt one of these two alternatives using the analysis contained in this EIR. In addition, the City could opt to adopt Alternative 3, which would narrow both the Complete Streets improvements and the Incentive District to Morse Street and retain existing conditions south of Morse Street as a means to focus the project to the northern half of the Coast Highway corridor. Section S-7 includes additional information on the mitigation measures that would be required with adoption of Alternative 1 through Alternative 3.

As discussed in greater detail in Chapter 5, Alternatives, based on the consideration of the full range and type of impacts caused by the proposed project and the alternatives, Alternative 3 is identified as the environmentally superior alternative. Alternative 3 would limit both the Complete Streets improvements and the Incentive District to Morse Street. When compared to the proposed project, Alternative 3 would reduce significant traffic impacts under the Future Conditions + Alternative 3 scenario, as this alternative would result in significant impacts at 5 intersections, compared to 10 intersections with the proposed project. Alternative 3 would result in significant and unavoidable impacts at three intersections compared to significant and unavoidable impacts at four intersections under the proposed project. In addition, by limiting the southern boundary of the Incentive District under Alternative 3, which results in a negligible difference in environmental impacts compared to the proposed project, this alternative appeases residents in south Oceanside who expressed their preference to be excluded from the proposed project. While the difference in environmental impacts is minimal, this alternative could be more attractive than the project to the City's decision makers based on the public input received during the CEQA environmental documentation process.

Finally, Alternative 3 is not significantly different than the project from an environmental perspective when considering other environmental resources areas. Most other environmental impacts of the proposed project would either be less than significant without mitigation or adequately addressed through fairly simple mitigation measures. The exception to this is the significant unavoidable impacts related to noise, where Alternative 3 would result in an additional roadway segment experiencing a significant and unavoidable impact related to a permanent increase in noise level than the proposed project. However, a significant unavoidable noise impact related to a permanent increase in noise level would occur regardless of implementation of the project or Alternative 3. Unlike the significant traffic impacts associated with the proposed project, Alternative 3 could not be redesigned to reduce the significant and unavoidable impacts related to a temporary increase in ambient noise levels, a permanent increase in noise levels along the roadway segment of Michigan Avenue, and the cumulative noise impact along Wisconsin Avenue between Freeman Street and Ditmar Street, and Washington Avenue west of Coast

Highway. These significant and unavoidable impacts remain with implementation of Alternative 3 due to the reconfiguration of Coast Highway at these three intersections similar to the proposed project and the configuration of existing land uses in this area, which make standard noise reduction measures, such as sound walls, infeasible in these locations. Therefore, while Alternative 3 would result in significant and unavoidable impacts related to noise, overall Alternative 3 would reduce significant impacts to all environmental topics compared to the proposed project.

Thus, because Alternative 3 meet the project objectives and would reduce overall significant environmental impacts identified by the project, Alternative 3 is considered the environmentally superior project alternative.

S.4 Summary of Known Controversial Issues

CEQA Guidelines require that the summary of an EIR include a synopsis of known issues of controversy that have been raised by agencies and the public (CEQA Guidelines, Section 15123). On June 1, 2016, the City published a Notice of Preparation (NOP) for the EIR and circulated it to governmental agencies, organizations, and persons who may be interested in the proposed project, including nearby landowners, homeowners, and tenants. The comment period extended through July 1, 2016. In addition, on June 23, 2016, the City held an agency and public scoping meeting. A summary of the comments is included in Appendix A.

Areas of controversy have been identified for the proposed project based on comments made during the 30-day public review period in response to information published in the NOP. Nineteen comment letters were received during the NOP scoping period. While some of the comment letters raised issues for analysis in the EIR, many of the comment letters received also provided preferences or opinion on whether or not elements of the project should be implemented. The following is a summary of the known issues that were received during the NOP comment period:

- Numerous people expressed that they were not supportive of possible roundabouts and cited concerns regarding safety, traffic bottlenecks, and accessibility to businesses.
- There was mixed opinion on whether the City should leave Coast Highway with four travel lanes versus the two proposed by the project.
- Emergency access and fire department response times were raised as concerns that should be addressed in the EIR.
- There was concern that, by limiting the accessibility of Coast Highway, traffic might be diverted to side streets and that the adjacent neighborhoods would be negatively affected by the changes, including loss of parking.
- Many stated that the amount of parking provided with the proposed project should not be less than is currently provided. If there would be less parking provided, many were concerned about the economic impact that would result to the businesses along Coast Highway.

- Concern was raised about bicycle and pedestrian safety and ensuring that the improvements proposed for Coast Highway would address conflicts between these automobile and non-motorized travel modes. Several commenters expressed that the traffic speeds are currently too high along Coast Highway and that traffic should be slowed down.
- A few commenters opined that residential development should not be allowed on Coast Highway and that Coast Highway should remain for commercial uses.
- Several commenters raised concerns about greenhouse gases (GHGs), air emissions, and the health impacts of pedestrians and bicyclists at intersections and along the transportation corridor.
- The Pechanga Tribe, Pala Tribal Historic Preservation Office, the Rincon Band of Luiseno Indians, and the San Luis Rey Band of Mission Indians all wrote comment letters expressing interest in the project, voiced concern about archeological and tribal resources, and/or requested consultation pursuant to Assembly Bill 52.

S.5 Issues to Be Resolved

In consideration of the project, the City will need to weigh public opinion, transportation issues, the benefits of a Complete Streets approach, and the potential for environmental impacts. Specifically, the City will need to determine if the benefits of the project outweigh the environmental issues identified in this EIR. Additionally, the City will need to determine whether they choose to implement a Complete Streets concept in this area of Oceanside, which would decrease the thoroughfare from four travel lanes to two lanes, although there are some in the community who are not in favor of the change.

While the majority of this EIR focuses on the option of converting Coast Highway from four lanes to two lanes (one travel lane in each direction) for the 3.5-mile length of the Coast Highway corridor, the City could also opt to adopt an alternative that narrows the extent of the improvements, which is proposed in Alternative 1 and Alternative 2. Alternative 1would retain four lanes south of Oceanside Boulevard, while Alternative 2 would retain four lanes south of Morse Street. Refer to Chapter 5 for further consideration of these alternatives.

S.6 Summary of Environmental Impacts and Recommended Mitigation Measures – Proposed Project

Table S-1 provides a summary of the identified issue areas and whether the Complete Streets or the Incentive District project components would cause a significant impact with regard to the issue area.

Where impacts were determined to be significant, **Tables S-2** and **S-3** provide more detail on the potential impacts, recommended mitigation measures, and significance conclusions after mitigation.

The substantiations for less-than-significant impact conclusions are included in the topical sections of Chapter 3 for most issue areas. A brief analysis of agriculture and forest resources and mineral resources is also found in Chapter 6 of this EIR, given the insignificant nature of these issue areas for the project.

TABLE S-1
SUMMARY OF EFFECTS, OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Environmental Impact Issue Area	Complete Streets	Incentive District
Aesthetics		
Would the project have a substantial adverse effect on a scenic vista?	No	No
Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	No	No
Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	No	No
Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	No	No
Agriculture and Forest Resources		
Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No	No
Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No	No
Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No	No
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?	No	No
Air Quality		
Would the project conflict with or obstruct implementation of the applicable air quality plan?	No	No
Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	No	Potential significant impact, see Table S-3
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	No	Potential significant impact, see Table S-3
Would the project expose sensitive receptors to substantial pollutant concentrations?	No	Potential significant impact, see Table S-3
Would the project create objectionable odors affecting a substantial number of people?	No	No

TABLE S-1
SUMMARY OF EFFECTS, OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Environmental Impact Issue Area	Complete Streets	Incentive District
Biological Resources		
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 Wildlife or U.S. Fish and Wildlife Service?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-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, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
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?	No	No
Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No	No
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?	No	Potential significant impact, see Table S-3
Cultural Resources		
Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No	Potential significant impact, see Table S-3
Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
Geology, Soils, and Seismicity		
Would the project expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving: (1) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (2) strong seismic ground-shaking; (3) seismic-related ground failure, including liquefaction; or landslides?	No	No
Would the project result in substantial soil erosion or the loss of topsoil?	No	No

TABLE S-1
SUMMARY OF EFFECTS, OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Environmental Impact Issue Area	Complete Streets	Incentive District
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-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?	No	No
Would the project be located on expansive soils, creating substantial risks to life or property?	No	No
Would the project have soils incapable of adequately supporting septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No	No
Greenhouse Gas		
Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	No	Potential significant impact, see Table S-3
Would the project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?	No	No
Hazards and Hazardous Materials		
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No	No
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?	No	No
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?	No	No
Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	No	Potential significant impact, see Table S-3
Would the project be located within an area covered by an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, and would the project result in a safety hazard for people residing or working in the project area?	No	No
Would the project be within the vicinity of a private airstrip and would the project result in a safety hazard for people residing or working in the project area?	No	No
Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	No	No
Hydrology and Water Quality		
Would the project violate water quality standards or waste discharge requirements?	No	No
Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been approved)?	No	No

TABLE S-1
SUMMARY OF EFFECTS, OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Environmental Impact Issue Area	Complete Streets	Incentive District
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, in a manner which would result in substantial erosion, siltation on- or offsite?	No	No
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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	No	No
Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	No	No
Would the project otherwise substantially degrade water quality?	No	No
Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	No	No
Would the project place structures within a 100-year flood hazard area which would impede or redirect flood flows?	No	No
Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	No	No
Would the project result in inundation by seiche, tsunami or mudflow?	No	No
Land Use and Public Policy		
Would the project physically divide an established community?	No	No
Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	No	No
Mineral Resources		
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?	No	No
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?	No	No
Noise and Vibration		
Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No	No
Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	No	Potential significant impact, see Table S-3
Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	No	Potential significant impact, see Table S-3
Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3

TABLE S-1
SUMMARY OF EFFECTS, OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Environmental Impact Issue Area	Complete Streets	Incentive District
For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	No	No
For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No	No
Population and Housing		
Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) beyond the growth characterized by the project description and addressed in the technical analyses of the EIR?	No	No
Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No	No
Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No	No
Public Services		
Would the project result in a significant impact with respect to public services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services?	No	No
Recreation and Parks		
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated?	No	No
Would the project include recreational facilities or require the construction or expansion of recreational facilities in order to maintain performance objectives, which might have an adverse physical impact on the environment?	No	No
Transportation and Traffic		
Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
Would the project conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	No	No
Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No	No
Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No	No

TABLE S-1
SUMMARY OF EFFECTS, OCEANSIDE COAST HIGHWAY CORRIDOR STUDY

Environmental Impact Issue Area	Complete Streets	Incentive District
Would the project result in inadequate emergency access or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potential significant impact, see Table S-2	Potential significant impact, see Table S-3
Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	No	No
Utilities		
Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	No	No
Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	No	No
Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	No	No
Would the project require new or expanded water service entitlements?	No	No
Would the wastewater treatment provider which serves or may serve the project determine that they have inadequate capacity to serve the projects projected demand in addition to the provider's existing commitments?	No	No
Would the project not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	No	No
Would the project conflict with federal, state, and local statutes and regulations related to solid waste?	No	No

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Biological Resources		
Impact Complete Streets BIO-1: Migratory Birds. Migratory birds (including raptors) have the potential to occur within the Complete Streets improvements area and could be impacted by the project as a result of tree removal and/or construction during the breeding season. Migratory birds may nest in trees located along the area planned for the Complete Streets improvements. If trees with nesting birds were to be removed, direct mortality to individuals or eggs could occur, which would be considered a significant impact.	**MM Complete Streets BIO-1:** Tree removal shall take place outside of the migratory bird breeding season (February 15 through August 31). If avoidance is not feasible and tree removal is required during the avian breeding season, the following measures shall be followed: a. A nesting bird survey of trees planned for removal and within 300 feet of construction activities shall be conducted by a qualified avian biologist no more than 1 week prior to commencement of tree removal activities. A qualified avian biologist refers to a person with the ability to identify birds present in San Diego County to the species level by sight or sound and who is familiar with the breeding and nesting behaviors of native bird species. b. If active nests with eggs or chicks of bird species protected under the MBTA are detected within trees or shrubs planned for removal, the trees will remain in place until it has been determined by the avian biologist that the nest is no longer active. If active nests are detected within 300 feet of physical construction activities, an appropriate buffer shall be determined by the avian biologist and no work shall take place within the buffer until it is determined that the nest is no longer active. Additional visits after the initial survey shall be conducted as necessary to determine that nests are no longer active.	Less than Significant
Impact Complete Streets BIO-2: Light-Footed Ridgeway's Rail. Physical construction activities south of Vista Way may generate noise above baseline levels at a distance of less than 300 feet from potential habitat for light-footed Ridgeway's rails, resulting in a potentially significant impact to this special-status species.	**MM Complete Streets BIO-2:** For physical construction activities occurring less than 300 feet from potential light-footed Ridgeway's rail habitat associated with Buena Vista Lagoon (activities south of 33.169759°, -117.357623°, including the activities planned near the Buena Vista Audubon Society building), focused protocol surveys shall be conducted by a permitted biologist. If no rails are detected, construction may commence. If rails are detected, consultation with the U.S. Fish and Wildlife Service (USFWS) would be required and may include non-disturbance areas within 300 feet of territories, implementation of noise attenuation measures, and/or daily biological monitoring and daily noise monitoring during the course of construction activities to confirm that construction activities are not adversely impacting nesting or foraging activities.	Less than Significant

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Impact Complete Streets BIO-3: Western Yellow Bats. Western yellow bats may occur within skirted palm trees within the Complete Streets improvements area. Removal of skirted palm trees, if required for roundabout installation, may result in direct western yellow bat mortality or disturbance of maternity roosts, and would be considered a significant impact.	**MM Complete Streets BIO-3:** This mitigation measure shall be required if removal of palm trees is proposed as part of the Complete Streets project. To avoid impacts to western yellow bats, a qualified biologist (a biologist with the ability to identify bat guano and assess habitat suitability for western yellow bats) shall inspect the base of palm skirts for guano prior to removal of skirted palm trees (i.e., palm trees with several layers of accumulated dead fronds). If bats are detected, tree removal shall avoid the yellow bat maternity season (June 1 through August 31). If tree removal cannot avoid the maternity season, bat protection protocols shall be identified and implemented by a qualified bat biologist and approved by CDFW. The protocols may require installation of bat exclusionary devices, followed by up to 4 weeks of nightly monitoring by a qualified biologist to confirm bats are being excluded without harm until it is determined bats are no longer present. The protocols may also require construction of substitute bat habitat (i.e., bat boxes, artificial tree structures) in the vicinity of bat-occupied palm trees, followed by monitoring by a qualified biologist to confirm bats are using the bat habitat.	Less than Significant
Impact Complete Streets BIO-4: Riparian and Sensitive Habitats. Physical construction activities that could indirectly impact riparian habitats and sensitive natural communities at Loma Alta Creek and Buena Vista Marsh include mid-block crosswalks proposed across Coast Highway adjacent to the Loma Alta Creek footpath (south of the existing Loma Alta Creek bridge) and near the Buena Vista Audubon Society driveway south of Eaton Street near Buena Vista Lagoon.	**MM Complete Streets BIO-4:** To avoid indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, the following measures shall be implemented: a. Species with a rating of moderate or high on the California Invasive Plant Council Inventory Database shall not be used for streetscaping in the Complete Streets project components. b. In areas with potential for erosion or construction-generated runoff, sedimentation, or dust from construction activities to impact adjacent Habitat Group A through E communities, best management practices (BMPs), such as silt fencing and/or straw waddles, shall be installed on the downslope portion of grading or disturbance areas during project construction activities. This measure applies to Complete Streets improvements south of Eaton Street and adjacent to Loma Alta Creek.	Less than Significant
Impact Complete Streets BIO-5: Wetlands and Other Waters. Physical construction activities that could indirectly impact federal or state wetlands or other waters include mid-block crosswalks proposed across Coast Highway adjacent to the Loma Alta Creek footpath (south of the existing Loma Alta Creek bridge) and near the Buena Vista Audubon Society driveway south of Eaton Street near Buena Vista Lagoon.\	Implement MM Complete Streets BIO-4.	Less than Significant
Cultural Resources		
Impact Complete Streets CR-1: Historical Resources, as defined in CEQA Guidelines Section 15064.5. Although the Complete Streets improvements area is largely developed, there exists the possibility that subsurface	**MM Complete Streets CR-1:** Prior to the issuance of a grading permit, the City of Oceanside shall enter into a pre-excavation agreement with a representative of the San Luis Rey Band of Mission Indians, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement. A copy of the agreement shall be included	Less than Significant

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
prehistoric and historic-period archaeological resources have been paved over and are obscured. As such, the Complete Streets improvements area should be considered sensitive for the presence of archaeological resources and the project has the potential to significantly impact undocumented subsurface archaeological deposits that may qualify as historical resources.	in the grading plan submittals for the grading permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the San Luis Rey Band for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and cultural items, located and/or discovered through a monitoring program in conjunction with the construction of the Complete Streets improvements, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground-disturbing activities, such as the installation and/or removal of infrastructure and existing foundations, that may impact the native soils subsurface to the existing road bed. **MM Complete Streets CR-2:** Prior to the issuance of a grading permit, the grading contractor shall provide a written and signed letter to the City Planner stating that a qualified archaeologist and Luiseño Native American Monitor have been retained at the grading contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. **MM Complete Streets CR-3:** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the qualified archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City Planner for approval. **MM Complete Streets CR-4:** The qualified archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground-disturbing activities that may impact subsurface native soils. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The grading contractor shall notify the City Planner of the start and end of all ground-disturbing activities. **MM Complete Streets CR-5:** The qualified archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the general contractor and/or associated subcontractors to present the archaeological monitoring program. The qualified archaeologist and Luiseño Native American Monitor shall be present on-site during any ground-disturbing activities that may impact subsurface native soils. **MM Complete Streets CR-6:** The qualified archaeologist or the Luiseño Native American monitor may halt ground-disturbing activities if unknown archaeological artifact deposits or cultural features are discovered. Ground-disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be given to the San Luis Rey Band so that they may be repatriated at the site on a later date. If a determination is made that the unearthed artifact deposits or cultural features are considered potentially significant, the San Luis	

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	Rey Band shall be notified and consulted with in regards to the respectful and dignified treatment of those resources. The avoidance and protection of the significant cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, a data recovery plan is authorized by the City as the Lead Agency under CEQA, the San Luis Rey Band shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the project area will be collected using professional archaeological collection methods. If the qualified archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the San Luis Rey Band for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. **MM Complete Streets CR-7:** Any and all uncovered tribal cultural resources of Native American importance shall be returned to the San Luis Rey Band of Mission Indians, and/or the Most Likely Descendant, if applicable, and not be curated. **MM Complete Streets CR-8:** As specified by California Health and Safety Code Section 7050.5, if human remains are found in the project area during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to PRC 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established, surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the NAHC within 24 hours. The NAHC will make a determination as to the Most Likely Descendant. If Native American remains are discovered, the remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. **MM Complete Streets CR-9:** The qualified archeologist, or an archaeologist working under the direction of the qualified archaeologist, and the Luiseño Native American monitor shall conduct pre-construction cultural resources sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of	

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	archaeological resources or human remains. The applicant shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.	
Impact Complete Streets CR-2: Archeological Resources, as defined in CEQA Guidelines Section 15064.5. No known archaeological resources that would qualify as unique archaeological resources pursuant to CEQA will be impacted as a result of project implementation. However, there exists the possibility that subsurface prehistoric and historic-period archaeological resources that could qualify under Section 15064.5 underlie the Complete Streets improvements, and the area is considered sensitive for the presence of archaeological resources. As such the Complete Streets improvements have the potential to impact undocumented subsurface archaeological deposits that may qualify as unique archaeological resources.	Implement MM Complete Streets CR-1 through CR-9.	Less than Significant
Impact Complete Streets CR-3: Discovery of Human Remains. No known human remains exist within the Complete Streets improvements project area. However, since the nature of the proposed project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains.	Implement MM Complete Streets CR-1 through CR-9.	Less than Significant
Impact Complete Streets CR-4: Tribal Cultural Resources. Both the SLF search conducted by the NAHC and AB 52/SB 18 consultation conducted by the City have not identified any tribal cultural resources within the Complete Streets improvements area. However, this does not preclude the possibility that tribal cultural resources may be encountered as a result of further consultation or during proposed project ground disturbance. As such, there exists the possibility that project implementation may impact tribal cultural resources.	Implement MM Complete Streets CR-1 through CR-9.	Less than Significant

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Noise and Vibration		
Impact Complete Streets NOI-1: Traffic Noise, Wisconsin Avenue between Freeman Street and Ditmar Street. The potential increase in project-related future traffic noise levels (due primarily to redistribution of traffic volumes from lane reduction along the Coast Highway corridor) along the roadway segment of Wisconsin Avenue, between Freeman Street and Ditmar Street would result in a significant impact. In this location increases in traffic noise compared to the 2035 Future Without Project Condition is predicted to be as much as 6.0 dBA CNEL.	Because of the configuration of existing land uses in this area, these impacts could not be avoided with implementation of the project. Specifically, existing residential uses and the Saint Mary Star of the Sea School are using the roadway segment of Wisconsin Avenue between Freeman Street and Ditmar Street for access. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. As such, noise impacts would be significant and unavoidable along this roadway segment.	Significant and Unavoidable
Impact Complete Streets NOI-2: Construction Noise. Construction activities would increase existing ambient noise levels at noise sensitive receptors (i.e., residences) in proximity to the construction activity.	**MM Complete Streets NOI-1:** The following field techniques shall be implemented by the City's construction contractor to reduce construction-related noise at nearby noise-sensitive receptors (residential uses): a. Unless safety provisions require otherwise, the Complete Streets construction contractor shall adjust all audible back-up alarms to the lowest volume appropriate for safety purposes (i.e., still maintaining adequate signal-to-noise ratio for alarm effectiveness). The contractor shall consider signal persons, strobe lights, or alternative safety equipment and/or processes as allowed, for reducing reliance on high-amplitude sonic alarms. b. The construction contractor shall place stationary noise sources at the construction site, such as generators and air compressors, away from affected noise-sensitive receivers (residential and school uses). Non-noise-producing mobile equipment, such as trailers, shall be located in the direct sound pathways between suspected major noise-producing sources and sensitive receptors. c. Noise producing equipment (e.g., jackhammers and pavement breakers) shall use noise- attenuating shields, shrouds, or portable barriers or enclosures, to reduce operating noise. d. Line or cover hoppers, storage bins, and chutes shall include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces). e. To the extent practicable and available, the construction contractor shall use construction equipment manufactured or modified to reduce noise and vibration emissions, such as: electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic tools, and electric saws instead of air- or gasoline-driven saws. **MM Complete Streets NOI-2:** Where feasible, the City's contractor shall install temporary, field-erected noise barriers to block the line-of-site between construction equipment and sensitive receptors prior to construction (in the Complete Streets project area these are limited to residential uses). Noise barriers could include sound blankets	Significant and Unavoidable

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	hanging on existing fences, or the use of freestanding portable sound walls. Noise barriers should be a minimum of 8-feet in height and continuous between the source of noise and adjacent or nearby noise-sensitive receptors. Noise barriers are most effective when placed directly adjacent to either the noise source or receptor. Barrier construction may include, but not necessarily limited to, using appropriately thick wooden panel walls (at least one-half inch thick), as shown in Figure 3.10-2, which are tall enough to block the line-of-sight between the dominant construction noise source(s) and the noise-sensitive receptor. Such barriers can reduce construction noise by 5 to 15 dBA at nearby noise-sensitive receptor locations, depending on barrier height and length, and the distance between the barrier and the noise-producing equipment or activity. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity, resembling the sample shown in Figure 3.10-3. These techniques are most effective and practical when the construction activity noise source is stationary (e.g., auger or drill operation) and the specific source locations of noise emissions are near the ground and can be placed as close to the equipment/activity-facing side of the noise barrier as possible. Barrier layout and other implementation details would vary by construction site. Barrier material is assumed to be solid and dense enough to demonstrate acoustical transmission loss that is at least 10 dBA greater than the estimated noise reduction effect. These suggested barrier types do not represent the only ways to achieve the indicated noise reduction in dBA; they represent examples of how such noise attenuation might be attained by an implemented measure under the right conditions. With the noise reduction achieved with the noise barriers of MM Complete Streets NOI-2, the attenuated construction noise levels at a source would be reduced by 5 to 15 dBA Leq, which would attenuate to a less than substantial increase in daytime ambient noise levels at an adjacent residential uses. However, MM Complete Streets NOI-2 (i.e., barriers) may not be feasible to implement at all locations at all times during construction activities, due to potential physical constraints at a location which allow for line-of sight between a noise source and a residence. For example, existing fences may not be tall enough or sturdy enough to support noise blankets being attached and the placement of temporary barriers could endanger construction crew members and equipment and would restrict removal of impacted materials beneath the barriers. Therefore, impacts would be potentially significant and unavoidable with regard to a temporary substantial increase in ambient noise levels.	

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Impact Complete Streets NOI-3: Contribution to Cumulative Traffic Noise. Cumulative noise effects are determined by comparing existing conditions to future (2035) traffic noise levels with the project. Comparing these two scenarios, significant cumulative the threshold would be exceeded for two street segments: along Wisconsin Avenue, between Freeman Street and Ditmar Street (5.4 dBA, CNEL) and along Washington Avenue, west of Coast Highway (5.8 dBA, CNEL). Therefore, future noise levels in these specific locations would be cumulatively significant. The project's contribution to the cumulative noise impacts along roadway segments can be determined by comparing projected future (2035) traffic noise levels without the project to the future (2035) traffic noise levels with the project. The project's contribution to increases in future noise levels along Wisconsin Avenue between Freeman Street and Ditmar Street is predicted to be 6.0 dBA CNEL and the project's contribution to increases in future noise levels along Washington Avenue west of Coast Highway is predicted to be 3.8 dBA CNEL. In both locations, the project's contribution would be perceptible (greater than 3 dBA). Therefore, the project contributes considerably to the significant cumulative impacts for the future (2035) traffic noise conditions along these two street segments. This is considered a significant impact of the project.	Sound walls are often used to address roadway noise impacts. However, due to the need for access points (for example, driveways to residences and street access to the Saint Mary Star of the Sea School), a wall could not be continuous and would not effectively shield the noise-sensitive uses from the roadway noise. In addition, the addition of sound walls would not be desirable as they would detract from the community character and visual quality of these neighborhoods. For these reasons, the addition of continuous sound walls to address these identified impacts would not be desirable or feasible. No other effective mitigation approaches are available. For these reasons, the project's contribution to cumulative noise impacts along Wisconsin Avenue (between Freeman Street and Ditmar Street) and Washington Avenue (west of Coast Highway) is considered cumulatively considerable and significant and unavoidable.	Significant and Unavoidable

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

<table>
<tr><th>Environmental Impact</th><th>Mitigation Measures</th><th>Significance Determination after Mitigation</th></tr>
<tr><td>Transportation and Traffic</td><td></td><td></td></tr>
<tr><td>Impact Complete Streets TR-1: Existing + Project Traffic Conditions. Implementation of the Complete Streets improvements would result in an unacceptable LOS (LOS E or LOS F) at two study intersections, both of which are locations where roundabouts would be installed:
27. Coast Highway and Oceanside Boulevard – LOS F in PM peak hour (currently LOS D)
35. Coast Highway and Cassidy Street – LOS F in PM peak hour (currently LOS B)</td><td>MM Complete Streets TR-1: In order to mitigate the deficient LOS at the two study area intersections under the Existing + Project scenario, the City shall implement the following measures to improve intersection operations to an acceptable LOS. The City shall include the project modifications in the Complete Streets construction plans or completed prior to the finalization of the construction plans. The improvements shall be completed either prior to or concurrent with the Complete Streets improvements. The specific measures for the two degraded study intersections in the Existing + Project scenario are as follows:
<table><tr><th></th><th>Measure</th><th>Comments</th><th colspan="2">Mitigated Conditions</th></tr><tr><th></th><th></th><th></th><th>Delay (sec/vehicle)</th><th>LOS</th></tr><tr><td>27</td><td>Maintain Existing Traffic Signal</td><td>Merging of two lanes into one lane would occur north of intersection before Wisconsin Avenue</td><td>41.2</td><td>D[1]</td></tr><tr><td>35</td><td>Maintain Existing Signal</td><td>No other adjustments required</td><td>19.2</td><td>B</td></tr></table>Note: [1] Since Intersection 27 is in the City's jurisdiction, LOS D is considered an acceptable LOS.

Source: IBI 2018</td><td>Less than Significant</td></tr>
</table>

Impact Complete Streets TR-2: Future 2035 Traffic Conditions. Under the Future 2035 Conditions + Project scenario intersections, implementation of the proposed project would cause unacceptable LOS (LOS E or LOS F) at the following study intersections:

4. Coast Highway & Surfrider Way
6. Coast Highway & Pier View Way
15. Seagaze Street & Ditmar Street
21. Coast Highway & Wisconsin Boulevard
27. Coast Highway & Oceanside Boulevard
29. Coast Highway & Morse Street
35. Coast Highway & Cassidy Street
42. Vista Way & Ditmar Street
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps
56. Vista Way & I-5 Southbound On-/Off-Ramps

MM Complete Streets TR-2: In order to mitigate the deficient LOS at the eight degraded study area intersections predicted under the Future + Project scenario, the City shall implement the following measures to improve intersection operations to an acceptable LOS. The City shall include the project modifications in the Complete Streets construction plans prior to the finalization of the construction plans. The improvements shall be completed either prior to or concurrent with the Complete Streets improvements. The nine mitigation measures for the eight degraded study intersections in the Future Conditions + Project scenario are in the followings summary table. Note that the Oceanside Boulevard and I-5 SB On-/Off-Ramps intersection has two specific measures to address both the AM and PM peak hours.

			Mitigated Conditions	
	Measure	**Comments**	**Delay (sec/vehicle)**	**LOS**
4	Maintain Existing Traffic Signal	None	19.6	B
6	Maintain Existing Traffic Signal	None	8.7	A
15	Convert AWSC to Traffic Signal	None	13.2~~0~~	B
27	Maintain Signal	None	47.4	D
29	Maintain existing Traffic Signal	None	25.9	C
35	Maintain existing Traffic Signal	Implementation of this mitigation measure will not fully mitigate the project's impacts to this intersection	66.4	E
42	Convert SSSC to Traffic Signal	None	11.5	B
52 (AM Peak Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	None	33.9	C
52 (PM Peak Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	Implementation of this mitigation measure will not fully mitigate the project's impacts to this intersection	44.2	D

Note:

[1] Under the Future Conditions without Project scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Project scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

Significant and Unavoidable

SOURCE: IBI 2018

Implementation of MM Complete Streets TR-2 would improve operations at seven of the ten study intersections to better than the significance threshold. Project impacts to seven study intersections would be less than significant with mitigation incorporated under the Future Conditions + Project scenario. Although there are feasible mitigation measures for the following two intersections, implementation of the mitigation measures would not fully mitigate the impact of the project to these two intersections:

35. Coast Hwy & Cassidy St

52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM peak-hour)

Therefore, even with incorporation of mitigation, the project's impact to these intersections would still be significant and unavoidable in the Future Conditions + Project scenario. In addition, there are no feasible mitigation measures that would reduce project impacts to a less than significant level at the following two intersections:

21. Coast Highway & Wisconsin Avenue

56. Vista Way & I-5 Southbound On-/Off-Ramps

In order to improve impacts to Coast Highway and Cassidy Street (Intersection 35) to a better operating condition than under the Future Conditions + Project scenario, this intersection would need to maintain the existing traffic signal. However, by doing so would disrupt the flow of traffic along Coast Highway due to the roundabout north of the intersection at Morse Street and immediately south of the intersection at Kelly Street. However, even with maintaining the traffic signal, LOS would not be improved to better than the level of significance. Furthermore, a signalized intersection is also not a viable solution as this intersection is integral to the continuity of the Complete Streets improvements throughout the corridor. For these reasons, project impacts to the intersection of Coast Highway and Cassidy Street would remain significant and unavoidable under the Future Conditions + Project scenario.

In order to reduce significant impacts to Coast Highway and Wisconsin Avenue (Intersection 21) to an operating condition that is less than significant under the Future Conditions + Project scenario, the capacity of the single-lane roundabout would need to be increased to a two-lane roundabout. However, the mid-corridor intersection at Coast Highway and Wisconsin Avenue has limited right-of-way, which prevents the installation of a two-lane roundabout. Furthermore, a signalized intersection is also not a viable solution as installation of a roundabout at this intersection is integral to the continuity of the Complete Streets improvements throughout the corridor. For these reasons, project impacts to the intersection of Coast Highway and Wisconsin Avenue would remain significant and unavoidable under the Future Conditions + Project scenario.

In order to address impacts to Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) (Intersection 52) to an operating condition that is less than significant under the Future Conditions + Project scenario, lane modifications would be required to construct new through traffic lanes on Oceanside Boulevard at this location. This type of improvement was determined to be infeasible due to the proximity of the roadway to the adjacent Sprinter rail tracks to the south and the proximity of the intersection to the I-5

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	overpass above Oceanside Boulevard. The roadway right-of-way below the freeway overpass is very constrained and would not accommodate roadway widening. While the intersection is forecast to operate at a deficient level of service per Caltrans guidelines, the intersection conditions would not cause significant queuing of vehicles on the southbound off-ramp and would not impact mainline traffic conditions on I-5. For these reasons, project impacts to the intersection of Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) would remain significant and unavoidable under the Future Conditions + Project scenario. In order to address impacts to Vista Way and I-5 Southbound On-/Off-Ramps (Intersection 56) to an operating condition that is less than significant under the Future Conditions + Project scenario, lane modifications would be required to construct new through traffic lanes in either the westbound or eastbound directions on Vista Way/SR-78. The addition of a westbound through lane at this location was determined to be infeasible due to the limited right-of-way available on Vista Way west of the intersection. Furthermore, with the recent road diet installed by the City along Vista Way east of this intersection, lane modifications would be inconsistent with the vision and goals of the City. Moreover, the addition of an eastbound through lane was also found to be infeasible. The configuration of the traffic lanes and bridge to the east of the intersection is not compatible with three eastbound through lanes on Vista Way. Caltrans and SANDAG have plans to reconfigure the I-5/SR-78/Vista Way interchange in the future, where the proposed reconfiguration would address the significant traffic impact identified for the intersection at Vista Way and I-5 Southbound On/Off Ramp. However, while this is currently in Caltrans and SANDAG's long-term plans, funding is not guaranteed with enough certainty to include the improvements in a CEQA-required future analysis scenario. Therefore, project impacts to the intersection of Vista Way and I-5 Southbound On/Off Ramps would remain significant and unavoidable under the Future Conditions + Project scenario.	

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE COMPLETE STREETS PROJECT COMPONENT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Impact Complete Streets TR-3: Emergency Access and Response. The project would be phased so all construction activities would not occur simultaneously throughout the corridor. However, construction of the Complete Streets improvements would require temporary interference along Coast Highway and the 12 cross-streets where the intersection roundabouts are proposed. Temporary interferences would include partial lane closures, construction vehicles and equipment entering and exiting the project area, and pedestrian and/or bicycle lane closures. The partial lane and intersection closures along Coast Highway and proposed intersections could potentially result in temporary impacts to emergency access. There is the chance that temporary emergency access impacts could occur during an evacuation. Thus, a potentially significant impact associated with inadequate emergency access could occur during construction of the complete street improvements.	**MM Complete Streets TR-3:** Prior to the start of construction of the Complete Streets improvements, the City shall require the construction contractor to prepare a Traffic Control Plan. The Traffic Control Plan will show all signage, striping, delineated detours, flagging operations and any other devices that will be used during construction to guide motorists safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan will be prepared in accordance with the City's traffic control guidelines and will be prepared to ensure that access will be maintained to individual properties, and that emergency access will not be restricted. The Traffic Control Plan will ensure that congestion and traffic delay are not substantially increased as a result of the construction activities. In addition, the City shall provide written notice at least 2 weeks prior to the start of construction to owners/occupants along streets to be affected during construction. During construction, the City will maintain continuous vehicular and pedestrian access to residential driveways from the public street to the private property line, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, the City shall notify the owner or occupant of the closure of the driveway at least five working days prior to the closure. The Traffic Control Plan shall include provisions to ensure that the construction of the Complete Streets improvements does not interfere unnecessarily with the work of other agencies such as emergency service providers, mail delivery, school buses, and municipal waste services.	Less than Significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Air Quality		
Impact Incentive District AIR-1: Emissions During Construction. Future project-specific construction activities that would occur as a result of the Incentive District would cause temporary, short-term emissions of nonattainment air pollutants in the Sand Diego Air Basin of O3 precursors (i.e., volatile organic compounds (VOCs) and nitrogen oxides (NOx)), and PM10 and PM2.5 as a result of construction activities. Information regarding the size, duration, and construction requirements of specific development projects would be required in order to quantify impacts associated with the construction activities of these individual projects. However, what is known at this time is that the construction of potential future projects under the Incentive District would be required to comply with applicable State and San Diego Air Pollution Control District (SDAPCD) air quality regulations, including the California Air Resources Board's (CARB's) on-road and off-road vehicle rules on idling limits and meeting stringent NOx, PM10, and PM2.5 exhaust standards; and SDAPCD Rules 55 and 51 (Fugitive Dust and Nuisance) that limit fugitive dust emissions. Individual development projects could exceed the SDAPCD thresholds specified for daily emissions of criteria air pollutants. Thus, even with compliance of these rules and regulations, future construction activities associated with the land uses permitted by the Incentive District would have the potential to contribute substantially to an existing or projected air quality violation. Therefore, this impact would be potentially significant.	**MM Incentive District AIR-1a:** Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual development projects proposed under the Incentive District shall comply with the following land preparation, excavation, and/or demolition mitigation measures during construction activities: • All soil excavated or graded should be sufficiently watered to prevent excessive dust. Watering should occur with complete coverage of disturbed soil areas. Watering should be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations. • All clearing, grading, earth moving and excavation activities should cease: (a) during periods of winds greater than 20 mph (averaged over 1 hour as measured by an on-site anemometer or an off-site anemometer that is representative of the construction area), if disturbed material is easily windblown, or (b) when visible dust plumes impact public roads, occupied structures, or neighboring property. • Vehicles traveling over unpaved roadways shall be limited to 15 miles per hour or less. Signs shall be posted at construction sites identifying the maximum speed limit. • All trucks hauling dirt, sand, soil, or other loose material shall be covered or maintain at least 2 feet or freeboards, in accordance with the requirements of California Vehicle Code (CVC) Section 23114. • If more than 5,000 cubic yards of fill material will be imported or exported from the site, then all haul truck access points shall be equipped with a gravel pad, rumble pad, or similar control to reduce vehicle trackout. • Adjacent streets with visible dust, dirt, sand, or soil material accumulation shall be cleaned and the accumulated material removed using street sweepers. • Stockpiles of soil or other fine loose material shall be stabilized by watering, covered with tarp, or other appropriate method to prevent wind-blown fugitive dust. • Where acceptable to the local fire department, weed control should be accomplished by mowing instead of digging, thereby, leaving the ground undisturbed and with a mulch covering. • Locate construction staging areas away from sensitive receptor areas, such as schools, to the extent practicable.	Significant and Unavoidable

TABLE S-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	• Minimize the free drop height of excavated soil during batch-drop operations (i.e., earthwork with front-end loader or backhoe) so that the generation of dust is limited to the immediate area around the truck bed or storage pile. • Install project landscaping in appropriate areas as soon as construction in an area is complete to minimize exposed soils. **MM Incentive District AIR-1b:** Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual proposed projects shall comply with the following construction equipment mitigation measures: • Construction equipment, on-road trucks, and emission control devices shall be properly maintained and tuned in accordance with manufacturer specifications. • Construction contractors shall be required to comply with California's on-road and off-road vehicle emissions regulations, including the CARB idling restrictions and the USEPA/CARB on-road and off-road diesel vehicle emissions standards, as required by 13 CCR, Sections 2485, 2025(h), and 2449. • Off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrappers, tractors, loaders, etc.) shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB such as certified Level 3 Diesel Particulate Filter or equivalent. A copy of each unit's certified BACT documentation and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. • Route construction trucks away from sensitive receptor areas. • Where available, use electricity from power poles rather than temporary diesel or gasoline powered generators. **MM Incentive District AIR-1c:** Construction contractors shall ensure that interior architectural coatings have a maximum of 10 grams per liter of VOC for both residential and commercial development. **MM Incentive District AIR-2:** Prior to the issuance of a building permit, individual development projects proposed under the Incentive District regulations shall comply with the following mitigation measures: a. Provide direct pedestrian and bicycle access from any Incentive District residential development with a density of four or more residences per acre and in any mixed-use or commercial development to the public right-of-way. Low-, medium-, and high-density Incentive District developments shall provide curbs and sidewalks on both sides of the street all public street frontages. Curbs and sidewalks shall also be provided on both sides of all internal streets, unless an equivalent or superior pedestrian path is provided within the development.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	b. For medium to high density residential, mixed-use, or commercial developments in the Incentive District area where transit services exist but no transit stop is located within one-half mile of the development site or where transit service does not exist and the development project is within a transit district's sphere of influence, development projects shall provide plans indicating locations of bus turnouts and loading areas with shelters that are acceptable to the local transit provider. c. Promote the expanded use of renewable fuel and low-emission vehicles by including one or both of the following project components: provide preferential parking for ultra-low emission, zero-emission, and alternative-fuel vehicles; and/or provide electric vehicle supply equipment within the development that meets or exceeds the Tier 1 standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance. d. Development projects shall be required to reduce energy consumption by designing buildings that meet or exceed the Tier 1 building energy budget standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance. e. Development projects shall be required to reduce water consumption by installing water-efficient fixtures, appliances, toilets/urinals, and landscape irrigation systems that meet or exceed the Tier standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance. f. Development projects shall promote transportation demand management principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and the use of public transportation or other measures, as appropriate. Because detailed information regarding individual development projects within the Incentive District is not currently available, it cannot be determined with certainty that the AIR-1a through AIR-1c and MM Incentive District AIR-2 would reduce impacts to a less than significant level. Additional feasible measures beyond the mitigation provided by MM Incentive District AIR-2 cannot be developed without knowing the exact nature of the proposed developments including but not limited to	

TABLE S-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	the types and sizes of the proposed uses and associated trip generation rates. Because there is no way to accurately predict the nature or intensity of development projects under the Incentive District, this impact is considered significant and unavoidable.	
Impact Incentive District AIR-2: Cumulative Increases in Criteria Pollutants. Implementation of the Incentive District would generate pollutant emissions from construction and operation al emissions from potential future development under the Incentive District. Future development that could occur as a result of adoption of the Incentive District could result in an increase in density or in the total amount of VMT relative to existing conditions, which may result in an overall increase in building and mobile source emissions, despite the improved energy and transportation efficiency and emissions reductions expected from buildings and mobile sources meeting increasingly more stringent energy efficiency and vehicle emissions standards.	MM Incentive District AIR-1a through AIR-1c and MM Incentive District AIR-2 shall be implemented. MM Incentive District AIR-1a though AIR-1c, and MM Incentive District AIR-2 would reduce construction and operational emissions from future development that could occur as a result of adoption of the Incentive District. However, detailed information regarding individual development projects within the Incentive District is not currently available. Thus, it cannot be determined with certainty that the above measures would reduce impacts to a less than significant level. Additional feasible measures beyond the mitigation identified above cannot be developed without knowing the exact nature of the proposed developments, including but not limited to the types and sizes of the proposed uses and associated trip generation rates. Therefore, development under the Incentive District would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment. Therefore, impacts would be significant and unavoidable.	Significant and Unavoidable
Impact Incentive District AIR-3: Exposure of Sensitive Receptors to Pollutants. Given the amount of development that could happen under the Incentive District provisions, it is reasonable to assume that on a programmatic-level, some large-scale construction activities could occur in proximity to sensitive receptors that could expose sensitive receptors to substantial emissions of toxic air contaminants (TACs) that exceed the established significance thresholds, thereby potentially resulting in significant impacts. In addition, potential development and redevelopment under the Incentive District would generally result in an increase in density in the project corridor, and it is possible that sensitive uses could be located near sources of TAC emissions within the distances specified in the CARB advisory recommendations. For these reasons, impacts related to operational TAC emissions would be considered potentially significant when considering the various development projects that could be constructed under the Incentive District.	**MM Incentive District AIR-3:** Prior to the issuance of a grading or building permit, whichever is required first, individual development projects proposed under the Incentive District shall comply with the following requirements: a. Projects locating sources of TAC emissions near sensitive receptors within the advisory guideline recommendations in the CARB Air Quality and Land Use Handbook (or future adopted subsequent document) shall conduct a health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible. The types of projects that would be required to comply with this measure and more detail on the required features and recommendations are provided in Table 9 (CARB Recommendations on Siting and New Sensitive Land Uses). b. Projects requiring the use of diesel-fueled heavy-duty construction equipment that generates on-site emissions of one (1) pound per day of diesel particulate matter or more for a period of 6 months or more within 500 feet of sensitive receptors shall conduct a health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible.	Less than Significant

TABLE S-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Biological Resources		
Impact Incentive District BIO-1: Migratory Birds. Migratory birds (including raptors) have the potential to occur within the Incentive District area and could be impacted by future development during the breeding season. Removal of trees with nesting birds could result in direct mortality to individuals or eggs, which would be considered a significant impact. Construction noise could also result in a significant impact to breeding activities.	**MM Incentive District BIO-1:** If tree removal is required for a project proposed under the Incentive District, tree removal and construction activities shall take place outside of the migratory bird breeding season (February 15 through August 31). If avoidance is not feasible and tree removal is required during the avian breeding season, the following measures shall be followed: a. A nesting bird survey of trees planned for removal and within 300 feet of construction activities shall be conducted by a qualified avian biologist no more than 1 week prior to commencement of tree removal activities. A qualified avian biologist refers to a person with the ability to identify birds present in San Diego County to the species level by sight or sound and who is familiar with the breeding and nesting behaviors of native bird species. b. If active nests with eggs or chicks of bird species protected under the MBTA are detected within trees or shrubs planned for removal, the trees will remain in place until it has been determined by the avian biologist that the nest is no longer active. If active nests are detected within 300 feet of physical construction activities, an appropriate buffer shall be determined by the avian biologist and no work shall take place within the buffer until it is determined that the nest is no longer active. Additional visits after the initial survey shall be conducted as necessary to determine that nests are no longer active.	Less than Significant
Impact Incentive District BIO-2: Light-Footed Ridgeway's Rail. Indirect impacts to light-footed Ridgway's rail related to noise during construction activities would occur within 300 feet or less of potential habitats for these species located at Buena Vista Lagoon. Noise above baseline levels during the breeding season at a distance of less than 300 feet would be considered a potentially significant impact to this special-status species.	**MM Incentive District BIO-2:** For development activities occurring less than 300 feet from potential light-footed Ridgeway's rail habitat associated with Buena Vista Lagoon (development southwest of the intersection of Eaton Street and South Coast Highway), focused protocol surveys shall be conducted by a permitted biologist. If no rails are detected, construction may commence. If rails are detected, consultation with the USFWS would be required and may include non-disturbance areas within 300 feet of territories, implementation of noise attenuation measures, and/or daily biological monitoring and daily noise monitoring during the course of construction activities to confirm that construction activities are not adversely impacting nesting or foraging activities.	Less than Significant
Impact Incentive District BIO-3: Western Yellow Bats. Western yellow bats also have the potential to have maternity roosts within palm trees within the Incentive District and could be directly impacted by palm tree removal.	**MM Incentive District BIO-3:** This mitigation measure shall be required if removal of palm trees (which may contain western yellow bats) is proposed as part of a project proposed under the Incentive District. To avoid impacts to western yellow bats, a qualified biologist (a biologist with the ability to identify bat guano and assess habitat suitability for western yellow bats.) shall inspect the base of palm skirts for guano prior to removal of skirted palm trees (i.e., palm trees with several layers of accumulated dead fronds). If bats are detected, tree removal shall avoid the yellow bat maternity season (June 1 through August 31). If tree removal cannot avoid the maternity season, project-specific bat mitigation protocols shall be	Less than Significant

TABLE S-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	identified and implemented by a qualified bat biologist and approved by CDFW. The protocols may require installation of bat exclusionary devices, followed by up to 4 weeks of nightly monitoring by a qualified biologist to confirm bats are being excluded without harm until it is determined bats are no longer present. The protocols may also require construction of substitute bat habitat (i.e., bat boxes, artificial tree structures) in the vicinity of bat-occupied palm trees, followed by monitoring by a qualified biologist to confirm bats are using the bat habitat.	
Impact Incentive District BIO-4: Special-status Plants. Future projects implemented under the Incentive District have the potential to directly impact special-status plants where potential habitat for these species occurs within the Incentive District within the disturbed areas along the rail line, north of Loma Alta Creek, and south of Vista Way. Indirect impacts could also result from activities adjacent to habitat due to the introduction or spread of invasive species that compete with special-status plants or the generation of construction-related runoff, sedimentation, or dust that could degrade potential habitat.	**MM Incentive District BIO-4:** To avoid impacts to narrow endemic rare plants, including Nutall's lotus, Coulter's saltbush, smooth tarplant, Orcutt's pincushion, Blochman's dudleya, cliff spurge, San Diego barrel cactus, decumbent goldenbush, sea dahlia, and spreading navarretia that may occur within the Incentive District, a qualified rare plant biologist shall conduct a preconstruction rare plant survey in areas with potential habitat for rare plants, including in areas that are considered disturbed. Qualified rare plant biologist refers to a person with knowledge of these species (appropriate plant survey windows and species identification). The qualified rare plant biological shall work with the City to identify project-specific measures that are consistent with the specifications of the Multiple Habitat Conservation Program and these measures shall be implemented prior to and concurrent with project construction, as applicable. Measures may include salvage of rare plants prior to construction, transfer of salvaged plants within similar habitat in non-impacted areas, followed up with monitoring by a qualified biologist to confirm at least 80% survival of salvaged plants.	
Impact Incentive District BIO-5: Riparian and Sensitive Habitats. Future development and redevelopment which could occur under the Incentive District could result in direct impacts to riparian habitat and other sensitive natural communities through habitat removal or alteration, specifically within non-developed areas southwest of the intersection of Eaton Street and South Coast Highway, immediately north of Loma Alta Creek and along the railroad tracks. In addition, potential indirect effects, such as spread of invasive species or generation of construction-related runoff, sedimentation, or dust, may occur to adjacent vegetation communities associated with Loma Alta Creek and Buena Vista Lagoon.	**MM Incentive District BIO-5:** To avoid indirect and direct impacts to riparian habitats and sensitive natural communities near the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, the following measures shall be implemented: a. For non-developed areas southwest of the intersection of Eaton Street and South Coast Highway, immediately north of Loma Alta Creek and along the railroad tracks, the following measures shall be implemented to protect sensitive riparian or upland vegetation communities. i. A site-specific assessment of biological resources by qualified biologist shall be conducted to confirm the absence or presence of sensitive biological resources prior to the City's approval of project plans. The qualified biologist shall determine the site-specific habitat type. ii. If the vegetation communities outlined in Table 3.3-1 would not be directly impacted by the proposed development project, no further assessment would be required. iii. If there is potential for riparian, wetland, and/or sensitive upland communities to be impacted, these impacts would be required to be compensated according to vegetation community type at the ratios	Less than Significant

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SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	provided in Table 3.3-1 which supports the Multiple Habitat Conservation Program policy for no net loss of wetland/riparian vegetation and incorporates the mitigation ratios implemented in the City Subarea Plan. For impacts to these riparian and upland areas, a restoration/revegetation plan shall be prepared by a qualified restoration ecologist (experienced with riparian and upland restoration/revegetation planning) in coordination with the City and implemented by an experienced restoration contractor, with oversight by the City. b. The City shall prohibit the use of species with a rating of moderate or high on the California Invasive Plant Council Inventory Database in landscape plans used for development southwest of the corner of Eaton Street and South Coast Highway that is adjacent to undeveloped habitat. c. In areas where there is potential for erosion or construction-generated runoff, sedimentation, or dust from construction activities to impact adjacent Habitat Group A through E communities, best management practices (BMPs), such as silt fencing and/or straw waddles, shall be installed on the downslope portion of grading or disturbance areas during project construction activities. This measure applies to development southwest of intersection of Eaton Street and South Coast Highway and adjacent to Loma Alta Creek.	
Impact Incentive District BIO-6: Wetlands and Other Waters. Jurisdictional wetlands and waters within the Incentive District include Loma Alta Creek, a small patch of coastal brackish marsh comprised of saltgrass (*Distichlis* sp.) associated with Buena Vista Lagoon, and a small isolated disturbed wetland near the intersection of Cassidy Street and Broadway Street. Loma Alta Creek is within a concrete flood control channel; therefore, development activities associated with the Incentive District are unlikely to occur at this location. The disturbed wetland located near the intersection of Cassidy Street and Broadway Street is within the rail corridor which is designated as Public Utility Transportation Zone. This area is not considered developable per the land use/zoning designation. Additionally, all wetland areas within the Incentive District are subject to the no net loss policies of the MHCP and City Subarea Plan. While no significant impacts are anticipated to currently known wetland resources, the presence and distribution of wetland resources can change over time and a formal wetland delineation was not conducted throughout the entire Incentive District area. For these reasons, significant impacts could result with implementation of the projects developed under the Incentive District.	**MM Incentive District BIO-6:** Individual development projects implemented under the Incentive District that would impact the areas southwest of the intersection of Eaton Street and South Coast Highway or adjacent to or within Loma Alta Creek may include jurisdictional wetlands or waters and shall be subject to a site-specific assessment of biological resources prior to the City's approval of project plans. If it is determined through the site-specific assessment that excavation, fill, or other modification of wetlands and waters under the jurisdiction of the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board, and California Department of Fish and Wildlife would occur as a result of the project, the project proponent shall be required to conduct a formal jurisdictional delineation in accordance with the U.S. Army Corps of Engineers Wetland Delineation Manual (Environmental Laboratory 1987), and Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Arid West Region (Version 2.0) (USACE 2008). Permits from the respective regulatory agencies shall also be required, and will likely require mitigation resulting in no net loss of jurisdictional wetlands and waters. It is intended that implementation of the mitigation required through the project permits be consistent and meet the Multiple Habitat Conservation Program goal of no net loss of jurisdictional wetlands and waters.	Less than Significant

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
Impact Incentive District BIO-7: Habitat Linkages and Wildlife Corridors. Future development that may occur under the Incentive District would be prioritized within urban/developed areas which have limited potential to support wildlife movement or habitat linkages, but may occur within undeveloped habitat that function as habitat linkages. These types of impacts are consistent with those direct impacts discussed for sensitive vegetation communities such as habitat removal or alteration, and indirect impacts such as invasive species, construction-related runoff, sedimentation, and dust. Also, indirect impacts due to noise are not expected because the Incentive District is greater than 300 feet from areas identified as wildlife corridor planning zones in the City Subarea Plan.	MM Incentive District BIO-5 shall be implemented.	Less than Significant
Impact Incentive District BIO-8: Consistency with the MHCP. The entire Incentive District is within the MHCP. While the developed area within the Incentive District is not considered a conserved vegetation community under the MHCP within non-developed areas southwest of the intersection of Eaton Street and South Coast Highway, Incentive District projects could affect MHCP Habitat Group A communities, including sensitive riparian and upland vegetation communities. These potential effects would be limited to the non-developed areas southwest of the intersections of Easton Street and Coast Highway and along the railroad tracks.	MM Incentive District BIO-5 shall be implemented.	Less than Significant
Cultural Resources		
Impact Incentive District CR-1: Historical Resources, as defined in CEQA Guidelines Section 15064.5. As noted above, the project area is considered sensitive for the presence of archaeological resources and future projects within the Incentive District area may significantly impact previously undocumented subsurface archaeological resources that may qualify as historical pursuant to CEQA. Furthermore, the Incentive District area contains one built environment resource that qualifies as a historical resource and 18 unevaluated built environment resources that may qualify as historical resources. As such, future projects within the Incentive District area have the potential to significantly impact historical resources.	**MM Incentive District CR-1:** Individual development projects implemented under the Incentive District shall be subject to a Phase I cultural resources inventory (cultural resources inventory) prior to the City's approval of project plans. This requirement shall be implemented for all projects for which the Incentive District is employed (Administrative Approval, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 3901 of the Coast Highway Incentive District). The cultural resources inventory would consist of: a cultural resources records search to be conducted at the South Coastal Information Center; scoping with the California Native American Heritage Commission (NAHC); a pedestrian archaeological survey if visible ground surface is present; and recordation of all identified archaeological resources on California Department of Parks and Recreation 523 forms. The cultural resources inventory shall be carried out by a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology, and	Less than Significant

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	shall be conducted in consultation with the appropriate Native American groups as identified through outreach to the NAHC and through consultation. If potentially significant cultural resources are encountered during the survey, and if the project has the potential to impact those resources, the City shall require that the resources be evaluated for their eligibility for listing in the CRHR and for significance as unique archaeological resource. Recommendations shall be made for the treatment of unique archaeological resources or resources found eligible for the CRHR should the development project have the potential to adversely impact the resources. These studies shall be conducted in consultation with the City and the appropriate Native American groups as identified through consultation. Project redesign and preservation in place shall be the preferred means of mitigation to avoid impacts to significant cultural resources, including prehistoric and historic archaeological sites, locations of importance to Native Americans, human remains, historical buildings, structures and landscapes. Methods of avoidance may include, but shall not be limited to, project re-design or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with the City and appropriate Native American groups as identified through consultation. In addition, the project proponent shall retain archaeological monitors and Native American monitors during ground-disturbing activities that have the potential to impact significant cultural resources as determined by a qualified archaeologist in consultation with the City and the appropriate Native American groups. During project-level construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find. If any find is determined to be significant, meaning it qualifies as a unique archaeological resource or is determined eligible for the CRHR, the archaeologist shall determine, in consultation with the City and the appropriate Native American groups, suitable avoidance measures, data recovery measures, or other appropriate mitigation, such as capping. All significant cultural materials recovered, either prior to or during construction, shall be, as necessary and at the discretion of the consulting archaeologist and in consultation with the appropriate Native American groups, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. If materials need to be recovered, protocols for proper removal and treatment shall be implemented. The specific protocols for proper removal shall be detailed in a monitoring or data recovery plan prior to recovery of the materials. **MM Incentive District CR-2**: Project-level development on individual properties containing structures at least 50 years old shall be subject to a historic built	

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	environment survey which will include an evaluating of the potential historic significance of the structures, prior to the City's approval of project plans. This requirement shall be implemented for all projects on properties for which the Incentive District is employed which contain existing structures (Administrative Approval, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 3901 of the Coast Highway Incentive District). The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History. If potentially significant historic resources are encountered during the survey, demolition or substantial alteration of such resources identified shall be avoided, as specified by the qualified historian or architectural historian.	
Impact Incentive District CR-2: Archeological Resources, as defined in CEQA Guidelines Section 15064.5. The Incentive District area contains three known archaeological resources, and is considered sensitive for the presence of archaeological resource that could qualify as unique archaeological resources under Section 15064.5. As such, future projects within the Incentive District could significantly impact previously undocumented subsurface archaeological resources that may qualify as unique archaeological resources.	Implement MM Incentive District CR-1 and CR-2	Less than Significant
Impact Incentive District CR-3: Paleontological Resources and/or Unique Geologic Resources. The SDNHM records search indicates that no previously record fossil localities have been previously documented in the Incentive District; however, the records search indicates that the project area is underlain by the Bay Point Formation and Santiago Formation, which are both considered of high sensitivity for the presence of fossiliferous deposits. Given that the Incentive District is underlain by paleontologically sensitive formations and that the depths of ground disturbance associated with future projects in the Incentive District are unknown, there exists the possibility that unique paleontological resources or unique geologic features may be impacted by future projects.	**MM Incentive District CR-3:** For project-level development in the Incentive District involving ground disturbance, a qualified paleontologist shall be retained to determine the necessity of conducting a study of the project area(s) based on the potential sensitivity of the project for paleontological resources, and the potential for the project to impact paleontologically sensitive geological deposits. If deemed necessary, the paleontologist shall conduct a paleontological resources inventory designed to identify potentially significant resources. The paleontological resources inventory would consist of a paleontological resources records search to be conducted at the SDNHM; a field survey, if deemed appropriate by the paleontologist; and recordation of all identified paleontological resources. The paleontologist shall provide recommendations regarding additional work for the project. Impacts to significant paleontological resources, if identified, shall be avoided. In addition, the project proponent shall retain paleontological monitors during construction for ground-disturbing activities that have the potential to impact significant paleontological resources as determined by a qualified paleontologist. In the event that paleontological resources are discovered, the project proponent will notify a qualified paleontologist. The paleontologist will document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossil or fossil	Less than Significant

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	bearing deposits are discovered during construction, excavations within 50 feet of the find will be temporarily halted or diverted until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The paleontologist will notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If avoidance is determined to be infeasible, the qualified paleontologist shall implement a paleontological mitigation program. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, appropriate sediment samples shall be collected and submitted for analysis, and any other activities necessary for the timely and professional documentation and removal of fossils. Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and donated to a public, non-profit institution with a research interest in the materials. Accompanying notes, maps, and photographs shall also be filed at the repository.	
Impact Incentive District CR-4: Discovery of Human Remains. No known human remains exist within the complete Incentive District. However, since the nature of the proposed project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains.	Implement MM Incentive District CR-1 and CR-2	Less than Significant
Impact Incentive District CR-5: Tribal Cultural Resources. Both the SLF search conducted by the NAHC and AB 52/SB 18 consultation conducted by the City have not identified any tribal cultural resources within the Incentive District project area. However, this does not preclude the possibility that tribal cultural resources may be encountered during the implementation of future projects within the Incentive District project area. As such, there exists the possibility that future projects may impact tribal cultural resources.	Implement MM Incentive District CR-1 and CR-2	Less than Significant
Greenhouse Gas		
Impact Incentive District GHG-1: Project-specific Greenhouse Gas Emissions. Given the amount of development that could occur with implementation of the Incentive District, it is reasonable to assume that in the aggregate, development projects could eventually result in a net increase in GHG emissions over current emission levels in excess of the County's proposed screening level threshold which is 900 MT of CO2e per year. Therefore,	Implement MM Incentive District AIR-2 Compliance with current and future Title 24 standards and MM Incentive District AIR-2 would result in development projects which are more energy efficient than current development, relying on a wide array of strategies such as, possibly, solar water heating and photovoltaic roofs, Energy Star® appliances, etc., resulting a reduction in GHG emissions as compared to current practices. There are no additional feasible mitigation measures available. Thus, even with MM Incentive	Significant and Unavoidable

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
implementation of the Incentive District could result in significant GHG emissions.	District AIR-2, the net increase in GHG emissions in the aggregate could exceed thresholds, and impacts are considered significant and unavoidable.	
Hazards and Hazardous Materials		
Impact Incentive District HAZ-1: Release of Hazardous Materials. Future soil excavation activities within the Incentive District could encounter contaminated soil, soil vapor, and/or groundwater contamination at or associated with Buck's Texaco (628 South Coast Highway), Pop's Hot Rod Garage (305 Wisconsin Avenue), Rashid South Hill Shell (1202 South Coast Highway), H.G. Fenton (1517 South Coast Highway), Mobil 18 GCL (1742 South Coast Highway), Econo Lube'N Tube (1942 South Coast Highway), and Golden State Gas Inc. (1943 South Coast Highway). For projects that would disturb 1 acre or greater at a time, the project would be required to comply with the Construction General Permit. This requires preparation and implementation of a site-specific Storm Water Pollution Prevention Plan, which would contain BMPs to prevent pollutants (including sediment and hazardous materials) from leaving the site in runoff. Nevertheless, the potential for contaminated soil and soil vapor to be encountered and released into the environment during project construction would be considered a significant impact. Because the timing of the future Incentive District projects is unknown, it is also unknown whether the contaminated sites listed above would be remediated by then. For this reason, this would be a potentially significant impact of the projects implemented under the Incentive District.	**MM Incentive District HAZ-1:** To assess the status of the remediation of the contaminated sites listed above, as well as checking for any newly contaminated sites, individual project proponents for each proposed project within the Incentive District area (the applicant or its contractor) shall conduct a Phase I Environmental Site Assessment in general accordance with ASTM Standard 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, or later versions if any. The ASTM standard requires checking for active contaminated sites within a specified radius that have the potential to affect a given project. In the event that the extent of contamination from a site extends to a proposed project site, the applicant or its contractor for each proposed project would implement MM Incentive District HAZ-2. **MM Incentive District HAZ-2:** If the Phase I Environmental Site Assessment prepared in accordance with MM Incentive District HAZ-1 determines that contamination of a project site proposed for development is present, the following additional measures shall be required: a. The applicant's construction contractor(s) shall prepare and implement a site-specific Health and Safety Plan in accordance with 29 CFR 1910.120 to protect construction workers and the public during all excavation and grading activities. This plan shall be submitted to the City for review prior to commencement of construction. Note that the project applicant or its contractor would also be required to implement MM Incentive District HAZ-2b, Soil and Groundwater Management Plan, described further below. The Health and Safety Plan shall include, but is not limited to, the following elements: • Designation of a trained, experienced site safety and health supervisor who has the responsibility and authority to develop and implement the site health and safety plan; • A summary of all potential risks to construction workers and maximum exposure limits for all known and reasonably foreseeable site chemicals; • Specified personal protective equipment and decontamination procedures, if needed; • Emergency procedures, including route to the nearest hospital; and • Procedures to be followed in the event that evidence of potential soil contamination (such as soil staining, noxious odors, debris or buried storage containers) is encountered. These procedures shall be in accordance with hazardous waste operations regulations and specifically	Less than Significant

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	include, but are not limited to, the following: immediately stopping work in the vicinity of the unknown hazardous materials release, notifying the County of San Diego Department of Environmental Health, and retaining a qualified environmental firm to perform sampling and remediation. b. In support of the Health and Safety Plan described above, the applicant or its contractor shall develop and implement a Soil and Groundwater Management Plan that includes a materials disposal plan specifying how the construction contractor will remove, handle, transport, and dispose of all excavated material and groundwater from dewatering activities in a safe, appropriate, and lawful manner. The plan must identify protocols for soil and groundwater testing and disposal, identify the approved disposal site, and include written documentation that the disposal site will accept the waste. Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations related to the identification, transportation, and disposal of hazardous materials, including those encountered in excavated soil or groundwater.	
Noise and Vibration		
Impact Incentive District NOI-1: Vibration during Construction. Due to the densely developed area within the Incentive District boundaries and the inability to know the exact nature of future proposed projects under the Incentive District, development within the Incentive District zone could be adjacent to other properties with existing structures (e.g., residences, commercial businesses). Therefore, construction activities of typical heavy construction equipment associated with the Incentive District could result in temporary significant ground-borne vibration impacts that would exceed the threshold of human perception to sensitive receptors. Depending on the location of the future development projects occurring under the provisions of the Incentive District, there may or may not be residences located in proximity to the development that would be potentially affected by the construction vibration. For this reason, Incentive District construction activities would result in potentially significant impacts.	**MM Incentive District NOI-1:** For development projects considered under the Incentive District provisions, a project-level vibration analysis would be required if the construction plans for the project would include the use of any of the following: 1. Typical heavy construction equipment within 25 feet of existing inhabited structures. Typical heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes: large dozers, large excavators, and large loaders. 2. Vibratory compaction rollers for use within 80 feet of inhabited structures. 3. Pile drivers are proposed for use within 150 feet of inhabited structures. If none of the construction methods mentioned in the enumerated list above are proposed within the described boundaries, no further analysis would be required since the distances to sensitive receptors would create enough of a buffer to ensure impacts are less that significant. The purpose of each project-level vibration analysis would be to determine if the specific project-level construction would generate vibration levels exceeding the human perception threshold of 0.1 in/sec PPV at the receptor. Project specific details that would be required in each analysis would include, but not be limited to, actual construction equipment type, sizes, and horsepower to be used, specific locations of each activity, and actual distances from the activity to inhabited buildings. Vibration levels of actual equipment to be used shall be estimated from Federal Transit Administration (FTA) vibration guidance documents (FTA 2006), attenuated with distance to the inhabited structures, and compared to the Caltrans vibration threshold for human perception. If applicable, the intervening ground	Less than Significant

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	between equipment and structures would be considered for its soil properties for additional vibration attenuation. If the project-specific analysis determines that a project-specific significant impact could occur mitigation shall be required to reduce the impact to less than significant. Alternative construction methods and equipment that generate lower vibration levels shall be considered. Estimated construction vibration levels would be required to not to exceed the vibration threshold of human perception at inhabited buildings (0.1 in/sec PPV at the receptor). Field vibration measurement surveys of actual construction vibration would be considered, as determined to be required by the vibration specialist, as part of construction vibration compliance with the threshold. This requirement shall be implemented for all projects under the Incentive District (Administrative Approval, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 3901 of the Coast Highway Incentive District).	
Impact Incentive District NOI-2: Traffic Noise, Wisconsin Avenue between Freeman Street and Ditmar Street. The potential increase in project-related future traffic noise levels (due primarily to redistribution of traffic volumes from lane reduction along the Coast Highway corridor) along the roadway segment of Wisconsin Avenue, between Freeman Street and Ditmar Street would result in a significant impact. In this location increases in traffic noise compared to the 2035 Future Without Project Condition is predicted to be as much as 6.0 dBA CNEL.	Because of the configuration of existing land uses in this area, these impacts could not be avoided with implementation of the project. Specifically, existing residential uses and the Saint Mary Star of the Sea School are using the roadway segment of Wisconsin Avenue between Freeman Street and Ditmar Street for access. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. As such, noise impacts would be significant and unavoidable along this roadway segment.	Significant and Unavoidable
Impact Incentive District NOI-3: Construction Noise. Construction activities could substantially increase ambient noise levels at noise sensitive receptors (i.e., existing residences and schools) in proximity to the future construction activity at the potential development within the Incentive District. Construction noise would average approximately 80 dBA Leq at 100 feet from construction activities, which would temporarily increase existing ambient noise levels of approximately 65 dBA, by approximately 15 dBA Leq at existing residences to be located within the Incentive District. These impacts would be considered significant.	**MM Incentive District NOI-2:** For individual development projects proposed under the Incentive District, the following field techniques shall be implemented by the project construction contractor to reduce construction- related noise at noise-sensitive receptors within 100 feet of construction activity: a. Unless safety provisions require otherwise, the Incentive District construction contractor shall adjust all audible back-up alarms to the lowest volume appropriate for safety purposes (i.e., still maintaining adequate signal-to-noise ratio for alarm effectiveness). The contractor shall consider signal persons, strobe lights, or alternative safety equipment and/or processes as allowed, for reducing reliance on high-amplitude sonic alarms. b. The construction contractor shall place stationary noise sources at the construction site, such as generators and air compressors, as far away as possible from affected noise-sensitive receivers (residential and school uses). Non-noise-producing equipment, such as trailers, may be located as a sound	Significant and Unavoidable

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	barrier between suspected major noise-producing sources and sensitive receptors. c. Noise producing equipment (e.g., jackhammers and pavement breakers) shall use noise attenuating shields, shrouds, or portable barriers or enclosures, to reduce operating noise. d. Line or cover hoppers, storage bins, and chutes shall include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces). e. To the extent practicable and available, the construction contractor shall use construction equipment manufactured or modified to reduce noise and vibration emissions, such as: electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic tools, and electric saws instead of air- or gasoline-driven saws. **MM Incentive District NOI-3:** Where feasible, temporary, field-erected noise barriers to block the line-of-site between construction equipment and sensitive receptors shall be installed prior to construction of the individual development projects under the Incentive District. Noise barriers could include sound blankets hanging on existing fences, or freestanding portable sound walls. Noise barriers should be a minimum of 8-feet in height and continuous between the source of noise and adjacent or nearby noise-sensitive receptors. Noise barriers are most effective when placed directly adjacent to either the noise source or receptor. Barrier construction may include, but not necessarily limited to, using appropriately thick wooden panel walls (at least one-half inch thick), as shown in Figure 3.10-2, which are tall enough to block the line-of-sight between the dominant construction noise source(s) and the noise-sensitive receptor. Such barriers can reduce construction noise by 5 to 15 dBA at nearby noise-sensitive receptor locations, depending on barrier height and length, and the distance between the barrier and the noise-producing equipment or activity. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity, resembling the sample shown in Figure 3.10-3. These techniques are most effective and practical when the construction activity noise source is stationary (e.g., auger or drill operation) and the specific source locations of noise emissions are near the ground and can be placed as close to the equipment/activity-facing side of the noise barrier as possible. Barrier layout and other implementation details would vary by construction site. MM Incentive District NOI-3 may not be feasible to implement at all locations at all times during construction activities, due to potential physical constraints at a location which do not block line-of sight between a noise source and a residence. For example, existing fences may not be tall enough or sturdy enough to support noise blankets being attached and the placement of temporary barriers could endanger construction crew members and equipment. Therefore, impacts would	

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Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	be potentially significant and unavoidable with regard to a temporary substantial increase in ambient noise levels.	
Impact Incentive District NOI-4: Contribution to Cumulative Traffic Noise. Cumulative noise effects are determined by comparing existing conditions to future (2035) traffic noise levels with the project. Comparing these two scenarios, significant cumulative the threshold would be exceeded for two street segments: along Wisconsin Avenue, between Freeman Street and Ditmar Street (5.4 dBA, CNEL) and along Washington Avenue, west of Coast Highway (5.8 dBA, CNEL). Therefore, future noise levels in these specific locations would be cumulatively significant. The project's contribution to the cumulative noise impacts along roadway segments can be determined by comparing projected future (2035) traffic noise levels without the project to the future (2035) traffic noise levels with the project. The project's contribution to increases in future noise levels along Wisconsin Avenue between Freeman Street and Ditmar Street is predicted to be 6.0 dBA CNEL and the project's contribution to increases in future noise levels along Washington Avenue west of Coast Highway is predicted to be 3.8 dBA CNEL. In both locations, the project's contribution would be perceptible (greater than 3 dBA). Therefore, the project contributes considerably to the significant cumulative impacts for the future (2035) traffic noise conditions along these two street segments. This is considered a significant impact of the project.	Sound walls are often used to address roadway noise impacts. However, due to the need for access points (for example, driveways to residences and street access to the Saint Mary Star of the Sea School), a wall could not be continuous and would not effectively shield the noise-sensitive uses from the roadway noise. In addition, the addition of sound walls would not be desirable as they would detract from the community character and visual quality of these neighborhoods. For these reasons, the addition of continuous sound walls to address these identified impacts would not be desirable or feasible. No other effective mitigation approaches are available. For these reasons, the project's contribution to cumulative noise impacts along Wisconsin Avenue (between Freeman Street and Ditmar Street) and Washington Avenue (west of Coast Highway) is considered cumulatively considerable and significant and unavoidable.	Significant and Unavoidable
Transportation and Traffic		
Impact Incentive District TR-1: Emergency Access and Response. Future development and redevelopment projects which may occur under the Incentive District could include construction and/or operational activities that could result in temporary interferences along the Coast Highway corridor or surrounding roadways. Temporary interferences could include, but are not limited to, temporary lane closures during periods of loading and/or unloading of trucks, construction vehicles and equipment entering and exiting the project sites, and other construction activities, such as trenching for utility connections, near roadways within the project area. Similar to the Complete Streets improvements, future development and redevelopment under the Incentive District could potentially result in temporary	**MM Incentive District TR-1:** Prior to submittal of grading plans for development and redevelopment projects under the Incentive District that would result in temporary interferences along roadways within the project area, project applicants and/or private developers shall prepare a Traffic Control Plan for approval by the City Transportation Division. The Traffic Control Plan will show all signage, striping, delineated detours, flagging operations and any other devices that will be used during construction to guide motorists safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan will be prepared in accordance with the City's traffic control guidelines and will be prepared to ensure that access will be maintained to individual properties, and that emergency access will not be restricted. The Traffic Control Plan will ensure that congestion and traffic delay are not substantially increased as a result of the construction activities. In addition, the project applicants and/or	Less than Significant

TABLE S-3
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE INCENTIVE DISTRICT

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
interferences and impacts to emergency access, including during an evacuation, creating a potentially significant impact.	private developers shall provide written notice at least 2 weeks prior to the start of construction to owners/occupants along streets to be affected during construction. During construction, continuous vehicular and pedestrian access to residential driveways from the public street to the private property line will be maintained, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, the project applicants and/or private developers shall notify the owner or occupant of the closure of the driveway at least 5 working days prior to the closure. The Traffic Control Plan shall include provisions to ensure that the construction does not interfere unnecessarily with the work of other agencies such as emergency service providers, mail delivery, school buses, and municipal waste services.	

S.7 Summary of Environmental Impacts and Recommended Mitigation Measures – Alternative 1 through Alternative 3

As noted in Section S.3, the alternatives analysis contained in Chapter 5 includes a detailed analysis of the potential environmental impacts that would result with implementation of Alternative 1, Alternative 2, and Alternative 3. The analysis contained in Chapter 5 is more detailed than that required by CEQA for an alternatives analysis and, as such, provides the analysis necessary for the City of Oceanside to adopt either of these three alternatives as their preferred alternative, should they so choose.

The mitigation measures necessary for implementation of Alternative 1, Alternative 2, and Alternative 3 would be identical to the mitigation measures required for the proposed project, with the exception of two measures: MM Complete Streets TR-1 and MM Complete Streets TR-2.

Table S-4 provides the modifications to MM Complete Streets TR-1 and MM Complete Streets TR-2 that would be necessary for adoption of either Alternative 1 Alternative 2, and Alternative 3.

TABLE S-4
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION MEASURES FOR ALTERNATIVE 1 AND ALTERNATIVE 2

<table>
<tr><th>Environmental Impact</th><th>Mitigation Measures</th><th>Significance Determination after Mitigation</th></tr>
<tr><td colspan="3">If the City of Oceanside determines a preference for either Alternative 1 or Alternative 2 or Alternative 3, all of the mitigation measures provided in Tables S-2 and S-3 would be required with the modification of replacing MM Complete Streets TR-1 and MM Complete Streets TR-2 with the mitigation measures that follow. The transportation and traffic impacts for Alternative 1 and Alternative 2 would be similar. For this reason, the required traffic mitigation measures would be the same for both alternatives. Alternative 3 would have different transportation and traffic impacts than the proposed project and Alternative 1 and 2.</td></tr>
<tr><td colspan="3">Alternatives 1 and 2</td></tr>
<tr><td>Impact Complete Streets TR-1: Existing + Project Traffic Conditions. Under the Existing + Alternative 1 and the Existing + Alternative 2 scenarios, implementation of the modified Complete Streets improvements would not cause any of the study area intersections to operate at an unacceptable LOS (LOS E or LOS F). Therefore, implementation of either Alternative 1 or Alternative 2 would avoid this impact when compared to the proposed project.</td><td>N/A</td><td>N/A</td></tr>
<tr><td>Impact Complete Streets TR-2: Future 2035 Traffic Conditions. Under the Future 2035 Conditions + Alternative 1 and the Future 2035 Conditions + Alternative 2 scenario, implementation of the modified Complete Streets improvements would cause the following study area intersections to operate at a deficient LOS:
6. Coast Highway & Pier View Way
15. Seagaze Street and Ditmar Street
21. Coast Highway and Wisconsin Avenue
42. Vista Way and Ditmar Street
47. Coast Highway & Kelly Street
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps
56. Vista Way & I-5 Southbound On-/Off-Ramps
With implementation of either Alternative 1 or Alternative 2, impacts would occur to ~~5~~3 fewer intersections when compared to the proposed project.</td><td>MM Complete Streets TR-2: In order to mitigate the deficient LOS at ~~f~~ive of the degraded study area intersections predicted under the Future + Alternatives scenarios, the City shall implement the following measures to improve intersection operations. The City shall complete the improvements either prior to or concurrent with the Complete Streets improvements. The specific measures for the three degraded study intersections in the Future + Alternative scenarios are as follows:
<table>
<tr><th></th><th></th><th colspan="2">Mitigated Conditions</th></tr>
<tr><th></th><th>Measure</th><th>Delay (sec/vehicle)</th><th>LOS</th></tr>
<tr><td>6</td><td>Maintain Existing Traffic Signal</td><td>8.7</td><td>A</td></tr>
<tr><td>15</td><td>Convert AWSC to Traffic Signal</td><td>13.2~~0~~</td><td>B</td></tr>
<tr><td>42</td><td>Convert SSSC to Traffic Signal</td><td>18.3</td><td>B</td></tr>
<tr><td>47</td><td>Convert SSSC to Traffic Signal and restripe eastbound /westbound right turn into a shared left thru-right</td><td>5.8</td><td>A</td></tr>
<tr><td>52 (AM Peak Hour)</td><td>Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet</td><td>33.9</td><td>C</td></tr>
</table></td><td>Significant and Unavoidable</td></tr>
</table>

TABLE S-4
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION MEASURES FOR ALTERNATIVE 1 AND ALTERNATIVE 2

Environmental Impact	Mitigation Measures				Significance Determination after Mitigation
	52 (PM Peak Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	44.2	D[1]	

Notes:

[1] Under the Future Conditions without Alternative 1 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 and 2 scenarios, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

Similar to the proposed project, while feasible mitigation measures are available to mitigate the impacts at these three intersections, there are no feasible mitigation measures that would reduce project impacts to a less than significant level at the following three intersections:

21. Coast Highway & Wisconsin Avenue
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM peak-hour)
56. Vista Way & I-5 Southbound On-/Off-Ramps

In order to reduce significant impacts to Coast Highway and Wisconsin Avenue the capacity of the single-lane roundabout would need to be increased to a two-lane roundabout. However, the mid-corridor intersection at Coast Highway and Wisconsin Avenue has limited right-of-way, which prevents the installation of a two-lane roundabout. Further, a signalized intersection is also not a viable mitigation measure as this intersection is integral to the continuity of the Complete Streets improvements throughout the corridor. For these reasons, project impacts to the intersection of Coast Highway and Wisconsin Avenue would remain significant and unavoidable.

In order to address impacts to Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) (Intersection 52) to an operating condition that is less than significant under the Future Conditions + Alternatives 1 and 2 scenarios, lane modifications would be required to construct new through traffic lanes on Oceanside Boulevard at this location. This type of improvement was determined to be infeasible due to the proximity of the roadway to the adjacent Sprinter rail tracks to the south and the proximity of the intersection to the I-5 overpass above Oceanside Boulevard. The roadway right-of-way below the freeway overpass is very constrained and would not accommodate roadway widening. While the intersection is forecast to operate at a deficient level of service per Caltrans guidelines, the intersection conditions would not cause significant queuing of

TABLE S-4
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION MEASURES FOR ALTERNATIVE 1 AND ALTERNATIVE 2

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	vehicles on the southbound off-ramp and would not impact mainline traffic conditions on I-5. For these reasons, project impacts to the intersection of Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) would remain significant and unavoidable under the Future Conditions + Alternatives 1 and 2 scenarios. In order to address impacts to Vista Way and I-5 Southbound On-/Off-Ramps (Intersection 56) to an operating condition that is less than significant under the Future Conditions + Alternatives 1 and 2 scenarios, lane modifications would be required to construct new through traffic lanes in either the westbound or eastbound directions on Vista Way/SR-78. The addition of a westbound through lane at this location was determined to be infeasible due to the limited right-of-way available on Vista Way west of the intersection. Furthermore, with the recent road diet installed by the City along Vista Way east of this intersection, lane modifications would be inconsistent with the vision and goals of the City. Moreover, the addition of an eastbound through lane was also found to be infeasible. The configuration of the traffic lanes and bridge to the east of the intersection is not compatible with three eastbound through lanes on Vista Way. Caltrans and SANDAG have plans to reconfigure the I-5/SR-78/Vista Way interchange in the future, where the proposed reconfiguration would address the significant traffic impact identified for the intersection at Vista Way and I-5 Southbound On/Off Ramp. However, while this is currently in Caltrans and SANDAG's long-term plans, funding is not guaranteed with enough certainty to include the improvements in a CEQA-required future analysis scenario. Therefore, project impacts to the intersection of Vista Way and I-5 Southbound On/Off Ramps would remain significant and unavoidable under the Future Conditions + Alternatives 1 and 2 scenarios.	
Alternative 3		
Impact Complete Streets TR-1: Existing + Alternative 3 Traffic Conditions. Under the Existing + Alternative 3 scenario, implementation of the modified Complete Streets improvements would not cause any of the study area intersections to operate at a deficient LOS. Therefore, implementation of Alternative 3 would avoid this impact when compared to the proposed project.	N/A	N/A
Impact Complete Streets TR-2: Future 2035 Traffic Conditions. Under the Future 2035 Conditions + Alternative 3 scenario, implementation of the modified Complete Streets improvements would cause the following study area intersections to operate at a deficient LOS: 6. Coast Highway & Pier View Way	**MM Complete Streets TR-2:** In order to mitigate the deficient LOS at three of the degraded study area intersections predicted under the Future + Alternative 3 scenario, the City shall implement the following measures to improve intersection operations. The City shall complete the improvements either prior to or concurrent with the Complete Streets improvements. The specific measures for the three degraded study intersections in the Future + Alternative 3 scenario are as follows:	Significant and Unavoidable

TABLE S-4
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION MEASURES FOR ALTERNATIVE 1 AND ALTERNATIVE 2

Environmental Impact	Mitigation Measures				Significance Determination after Mitigation
15. Seagaze Street and Ditmar Street 21. Coast Highway and Wisconsin Avenue 24. Wisconsin Boulevard & Ditmar Street (South) 52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps With implementation of Alternative 3, impacts would occur to five fewer intersections when compared to the proposed project.			Mitigated Conditions		
		Measure	Delay (sec/vehicle)	LOS	
	6	Maintain Existing Traffic Signal	12.4	B	
	15	Convert AWSC to Traffic Signal	7.1	A	
	52 (AM Peak Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	30.7	C	
	52 (PM Peak Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	42.4	D[1]	

Notes:

[1] Under the Future Conditions without Alternative 3 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

However, there is no feasible mitigation to increase LOS to conditions better than the threshold of significance at the following three study intersections under the Future Conditions + Alternative 3 scenario:

21.Coast Highway & Wisconsin Avenue
24. Wisconsin Boulevard & Ditmar Street (South)
52. Oceanside Boulevard & I-5 Southbound On/Off Ramps

In order to address impacts to Coast Highway and Wisconsin Avenue (Intersection 21) to an operating condition that is less than significant under the Future Conditions + Alternative 3 scenario, the capacity of the single-lane roundabout would need to be increased to a two-lane roundabout. However, the mid-corridor intersection at Coast Highway and Wisconsin Avenue has limited right-of-way, which prevents the installation of a two-lane roundabout. Further, a signalized intersection is also not a viable solution as this intersection is integral to the continuity of the Complete Streets improvements throughout the corridor. For these reasons, project impacts to the intersection of Coast Highway and Wisconsin Avenue would remain significant and unavoidable under the Future Conditions + Alternative 3 scenario.

In order to address impacts to Wisconsin Avenue and Ditmar Street (Intersection 24) to an operating condition that is less than significant under the Future Conditions + Alternative 3 scenario intersection, implementation of a traffic signal could mitigate the traffic impact. However, the conversion of this intersection into a traffic signal control would not be realistic due to the location of the intersection as it is in a residential area. Furthermore, the intersection does not meet signal warrants in the future condition. For these reasons, project impacts to the intersection of Wisconsin Avenue and Ditmar Street would remain significant and unavoidable under the Future Conditions + Alternative 3 scenario.

In order to address impacts to Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) (Intersection 52) to an operating condition that is less than significant under the Future Conditions + Alternative 3 scenario, lane modifications would be required to construct new through traffic lanes on Oceanside Boulevard at this location. This type of improvement was determined to be infeasible due to the proximity of the roadway to the adjacent Sprinter rail tracks to the south and the proximity of the intersection to the I-5 overpass above Oceanside Boulevard. The roadway right-of-way below the freeway overpass is very constrained and would not accommodate

TABLE S-4
SUMMARY OF TRAFFIC IMPACTS AND MITIGATION MEASURES FOR ALTERNATIVE 1 AND ALTERNATIVE 2

Environmental Impact	Mitigation Measures	Significance Determination after Mitigation
	roadway widening. While the intersection is forecast to operate at a deficient level of service per Caltrans guidelines, the intersection conditions would not cause significant queuing of vehicles on the southbound off-ramp and would not impact mainline traffic conditions on I-5. For these reasons, project impacts to the intersection of Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) would remain significant and unavoidable under the Future Conditions + Alternative 3 scenario.	

CHAPTER 1
Introduction

1.1 Purpose of the EIR

The City of Oceanside (City) is proposing to modify an approximately 3.5-mile-long segment of the Coast Highway corridor that runs through the city to encourage redevelopment and revitalization of the area. Proposed modifications include lane conversions, Complete Streets improvements, intersection roundabouts, and increased parking and bicycle facilities, as well as an amendment to the Zoning Ordinance to create a Coast Highway Incentive District (hereafter referred to as the Incentive District). The Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing zoning for development and redevelopment projects within the Incentive District. To implement the Incentive District, amendments to the General Plan, Local Coastal Plan, and Zoning Ordinance would be required. The City, as the lead agency, has prepared this Draft Environmental Impact Report (EIR) to provide the public, trustee agencies, and responsible agencies with information about the potential effects on the local environment associated with the implementation of the proposed Coast Highway Corridor Study Project (proposed project, or project).

1.2 Intended Use of This EIR

This EIR is an informational document that is intended to inform public agency decision makers and the public of the environmental effects of the proposed project and potential mitigation for those effects. This EIR analyzes the environmental effects of the proposed project both at a programmatic level and a project level. In addition, this EIR describes a reasonable range of alternatives to the project. As described in the California Environmental Quality Act (CEQA) Guidelines Section 15168(a), a program EIR is used to provide a means of evaluating a series of actions that can be characterized as one large project and that are related to each other: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of continuing programs; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. A joint program- and project-level EIR was determined to be the appropriate CEQA document for the proposed project since the Incentive District would result in issuance of a set of regulations that could be applied to future development in the project area (programmatic), and changes to the configuration and design of Coast Highway have been specified at a level of detail that allows for a more specific project-focused review. Subsequent

activities and components of the project must be compared to this EIR to determine whether additional environmental documentation is required.

CEQA Guidelines Section 15168(c) provides criteria to determine whether actions are adequately addressed in a previously completed program EIR. If a future action is determined to be adequately addressed in this program EIR, no additional CEQA review would be necessary. CEQA Guidelines Section 15168(c)(5) specifies that: "A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required." This EIR is as specific as possible regarding both the Complete Streets improvements and Incentive District project components and it is anticipated that the majority of the project would not require additional environmental review as project-level analysis is provided in this EIR.

Future development and redevelopment projects that might occur within the Incentive District would be required to undergo the City's development review process, where the City would determine if a project is consistent with this EIR pursuant to CEQA requirements. Where specified in this EIR, future development and redevelopment projects would be required to implement all applicable mitigation measures. Once the City has determined a project has demonstrated compliance with this EIR, no subsequent actions would be necessary to fulfill the requirements of CEQA.

1.3 CEQA Environmental Review Process

1.3.1 CEQA Process Overview

This Environmental Impact Report (EIR) has been prepared in compliance with CEQA (as amended), codified at California Public Resources Code Sections 21000 et seq. and the State CEQA Guidelines in the Code of Regulations, Title 14, Division 6, Chapter 3. The basic purposes of CEQA are to: (1) inform decision makers and the public about the potential, significant environmental effects of proposed activities, (2) identify the ways that environmental effects can be avoided or significantly reduced, (3) prevent significant, avoidable environmental effects by requiring changes in projects through the use of alternatives or mitigation measures when feasible, and (4) disclose to the public the reasons why an implementing agency may approve a project even if significant unavoidable environmental effects are involved.

An EIR uses a multidisciplinary approach, applying social and natural sciences to make a qualitative and quantitative analysis of all the foreseeable environmental impacts that a proposed project would exert on the surrounding area. As stated in CEQA Guidelines Section 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.*

As described in Section 15121(a) of the CEQA Guidelines, this DEIR is intended to serve as an informational document for public agency decision makers. Accordingly, this DEIR 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 DEIR are based on a variety of sources, including agency consultation, technical studies, and field surveys. The City will consider the information presented in this DEIR, along with other factors, prior to approving the proposed project.

1.3.2 Notice of Preparation and Public Scoping

Pursuant to Section 15082 of the CEQA Guidelines, the lead agency is required to send a Notice of Preparation (NOP) stating that a DEIR will be prepared to the state Office of Planning and Research (OPR), responsible and trustee agencies, and federal agencies involved in funding or approving the project. The NOP must provide sufficient information for responsible agencies to make a meaningful response. At a minimum, the NOP must include a description of the project, location of the project, and probable environmental effects of the project (CEQA Guidelines Section 15082(a)(1)). Within 30 days after receiving the NOP, responsible and trustee agencies and the OPR shall provide the lead agency with specific detail about the scope and content of the environmental information related to that agency's area of statutory responsibility that must be included in the DEIR (CEQA Guidelines Section 15082(b)).

On June 1, 2016, in accordance with Sections 15063 and 15082 of the CEQA Guidelines, the City published a NOP for the DEIR and circulated it to governmental agencies, organizations, and persons who may be interested in the proposed project, including nearby landowners, homeowners, and tenants. The NOP requested comments on the scope of the DEIR and asked that those agencies with regulatory authority over any aspect of the project to describe that authority. The comment period extended through July 1, 2016. The NOP provided a general description of the proposed actions, a description of the project area, and a preliminary list of potential environmental impacts. Copies of the NOP were made available for public review on the City's website (http://www.ci.oceanside.ca.us/gov/dev/planning/agendas.asp) and at the Oceanside City Hall located at 300 North Coast Highway, Oceanside, CA 92054.

On June 23, 2016, in accordance with CEQA Section 21083.9,[1] the City sponsored a public meeting to obtain comments from interested parties on the scope of the DEIR. The purpose of the meeting was to present the project to the public through use of display maps, diagrams, and a presentation describing the project components and potential environmental impacts. City staff and members of the local community attended the scoping meeting. Attendees were provided an opportunity to voice comments or concerns regarding potential effects of the project. The issues addressed by participants are summarized and included in this DEIR as part of **Appendix A.**

[1] CEQA Section 21083.9 requires that a lead agency call at least one scoping meeting for a project of statewide, regional, or areawide significance.

1.3.3 Draft Environmental Impact Report

The DEIR has been prepared pursuant to the requirements of CEQA Guidelines Section 15126. The environmental issues addressed in this DEIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects, and public and agency responses to the NOP. This DEIR provides an analysis of reasonably foreseeable impacts associated with the construction and operation of the proposed project. The environmental baseline for determining potential impacts is the date of publication of the NOP for the proposed project (CEQA Guidelines Section 15125(a)). Unless otherwise indicated, the environmental setting for each resource assessed in this DEIR describes the existing conditions as of June 2016. The impact analysis is based on changes to existing conditions that would result from implementation of the proposed project.

In accordance with the CEQA Guidelines Section 15126, this DEIR describes the proposed project and the existing environmental setting, identifies environmental impacts associated with project implementation, identifies mitigation measures for significant impacts, and provides an analysis of alternatives. Significance criteria have been developed for each environmental resource analyzed in this DEIR. The significance criteria are defined at the beginning of each impact analysis section.

On June 23, 2016, in accordance with CEQA Section 21083.9,[2] the City sponsored a public meeting to obtain comments from interested parties on the scope of the DEIR. The purpose of the meeting was to present the project to the public through use of display maps, diagrams, and a presentation describing the project components and potential environmental impacts. City staff and members of the local community attended the scoping meeting. Attendees were provided an opportunity to voice comments or concerns regarding potential effects of the project. Information obtained through the scoping meetings and the subsequent communication program was incorporated into the DEIR.

On July 13, 2017, the City released a DEIR for public review and comment on the proposed Oceanside Coast Highway Corridor Study Project. The public comment period adhered to the required 45-day comment period, which extended through August 28, 2017.

1.3.4 Partially Recirculated DEIR

Section 15088.5 of the CEQA Guidelines states that a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the DEIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the

[2] CEQA Section 21083.9 requires that a lead agency call at least one scoping meeting for a project of statewide, regional, or areawide significance.

project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* [(1989) 214 Cal.App.3d 1043]

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.

The Partially Recirculated Draft EIR (PRDEIR) contained an errata of the revisions made to portions of sections of the DEIR originally circulated in July 2017 as well as the updated Aesthetics, Transportation and Traffic, and Alternatives sections in their entirety. In addition, the revised TIA (IBI 2018); the supplemental technical memoranda for Cultural Resources, Air Quality and Greenhouse Gas Emissions, and Noise and Vibration (ESA 2018); and the Coastal View Corridor Assessment Memorandum (City of Oceanside 2018), which support the conclusions of the PRDEIR, are included as appendices.

The additional information contained in this PRDEIR is focused on the changes resulting from an update of the TIA and the addition of a new project alternative. The new project alternative (Alternative 3) would terminate both the Complete Streets improvements and the Incentive District boundary at Morse Street.[3]

[3] The Alternative 3 previously analyzed in the original public review DEIR is renumbered as Alternative 4.

Public notice and circulation of the PRDEIR is subject to the same notice and consultation requirements that applied to the original DEIR, per CEQA Guidelines Sections 15086 and 15087. Consistent with the CEQA Guidelines, since the incorporation of new additional substantive information is limited to the Aesthetics, Transportation and Traffic, and Alternatives sections of the DEIR, the City has elected to recirculate those sections and report in their entirety. In addition, the revised Traffic Impact Analysis (TIA) (IBI 2018); the supplemental technical memoranda for Cultural Resources, Air Quality and Greenhouse Gas Emissions, and Noise and Vibration (ESA 2018); and the Coastal View Corridor Assessment Memorandum (City of Oceanside 2018) are also included to support the analysis of the PRDEIR.

On November 14, 2018 the City released the PRDEIR for public review and comment on the proposed Oceanside Coast Highway Corridor Study Project. The public comment period adhered to the required 60-day comment period, which extended through January 14, 2019.

1.3.6 Final EIR Publication and Certification

Written and oral comments received in response to the DEIR will be addressed in a Response to Comments document that, together with the DEIR, will constitute the Final EIR. The City will then consider EIR certification (CEQA Guidelines Section 15090). If the EIR is certified, the City may consider project approval. Prior to approving the project, the City must make written findings with respect to each significant and unavoidable environmental effect identified in the DEIR in accordance with Section 15091 of the CEQA Guidelines. In addition, the City must adopt a Statement of Overriding Considerations concerning each unmitigated significant environmental effect identified in the Final EIR (if any). The Statement of Overriding Considerations will be included in the record of the project's approval and mentioned in the Notice of Determination following CEQA Guidelines Section 15093(c). Pursuant to Section 15094 of the CEQA Guidelines, the City will file a Notice of Determination with the State Clearinghouse and San Diego County Clerk within 5 working days after project approval.

1.3.6 Mitigation Monitoring and Reporting Program

CEQA requires lead agencies to "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" (CEQA Guidelines Section 15097). The mitigation monitoring program will be available to the public at the same time as the Final EIR.

1.4 Organization of the DEIR

This DEIR is organized into the following chapters and appendices:

S. Summary. The summary provides a synopsis of the project's potential impacts. It identifies, in an overview fashion, the project under consideration and its objectives. The section also summarizes the project's impacts and mitigation measures and contains a summary analysis of the alternatives to the project.

1. **Introduction.** The introduction includes the purpose of an EIR and procedural information.
2. **Project Description.** The project description includes the project background, project location and setting, site characteristics, project objectives, and the characteristics of the project. The section also includes a summary of the necessary permits and approvals for the project.
3. **Environmental Setting, Impacts, and Mitigation Measures.** This chapter describes the environmental setting and identifies impacts of the proposed project for each of the following environmental resource areas: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology, Soils, and Seismicity; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise and Vibration; Population and Housing; Public Services; Recreation and Parks; Traffic and Transportation; and Utilities and Service Systems. Mitigation measures to reduce significant impacts of the proposed project to the lowest level feasible are presented for each resource area.
4. **Cumulative Impacts.** This chapter includes a discussion of the past, present, and reasonably foreseeable future projects and activities in the surrounding areas. This section also provides an analysis of the cumulative impacts for each issue area analyzed in the DEIR.
5. **Alternatives Analysis.** This chapter presents an overview of the alternatives development process and describes and analyzes the alternatives to the project, including the No Project Alternative.
6. **Other CEQA Considerations.** This chapter provides an analysis of the extent to which the project's primary and secondary effects would commit resources to uses that future generations would probably be unable to reverse. This chapter also discusses the resource areas determined to have no impact with implementation of the project.
7. **Acronyms, References, and List of Preparers.** This chapter provides a list of acronyms used throughout the DEIR, the resources referenced in the DEIR, and a list of the individuals who contributed to the preparation of the DEIR.
8. **Appendices.** The appendices contain important information used to support the analyses and conclusions made in the EIR. Appendices are provided documenting the scoping process, air emissions modeling results, biological resources assessment, cultural resources assessment, greenhouse gas emissions estimate, noise and vibration assessment, traffic modeling results, and energy consumption modeling results.

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CHAPTER 2
Project Description

2.1 Introduction

The Coast Highway Corridor Study Project (hereinafter referred to as the proposed project, or project) would modify an approximate 3.5-mile-long segment of the Coast Highway corridor that runs through the city of Oceanside as well as create new development guidelines and regulations to encourage redevelopment and revitalization of the area. The proposed project consists of two components, the Complete Streets improvements and the Coast Highway Incentive District (herein referred to as the Incentive District). When referring specifically to each project component, the terms "Complete Streets improvements" and "Incentive District" will be used to describe the individual areas. When referring to the area which encompasses both the Complete Streets improvements and the Incentive District, the term "project area" will be used.

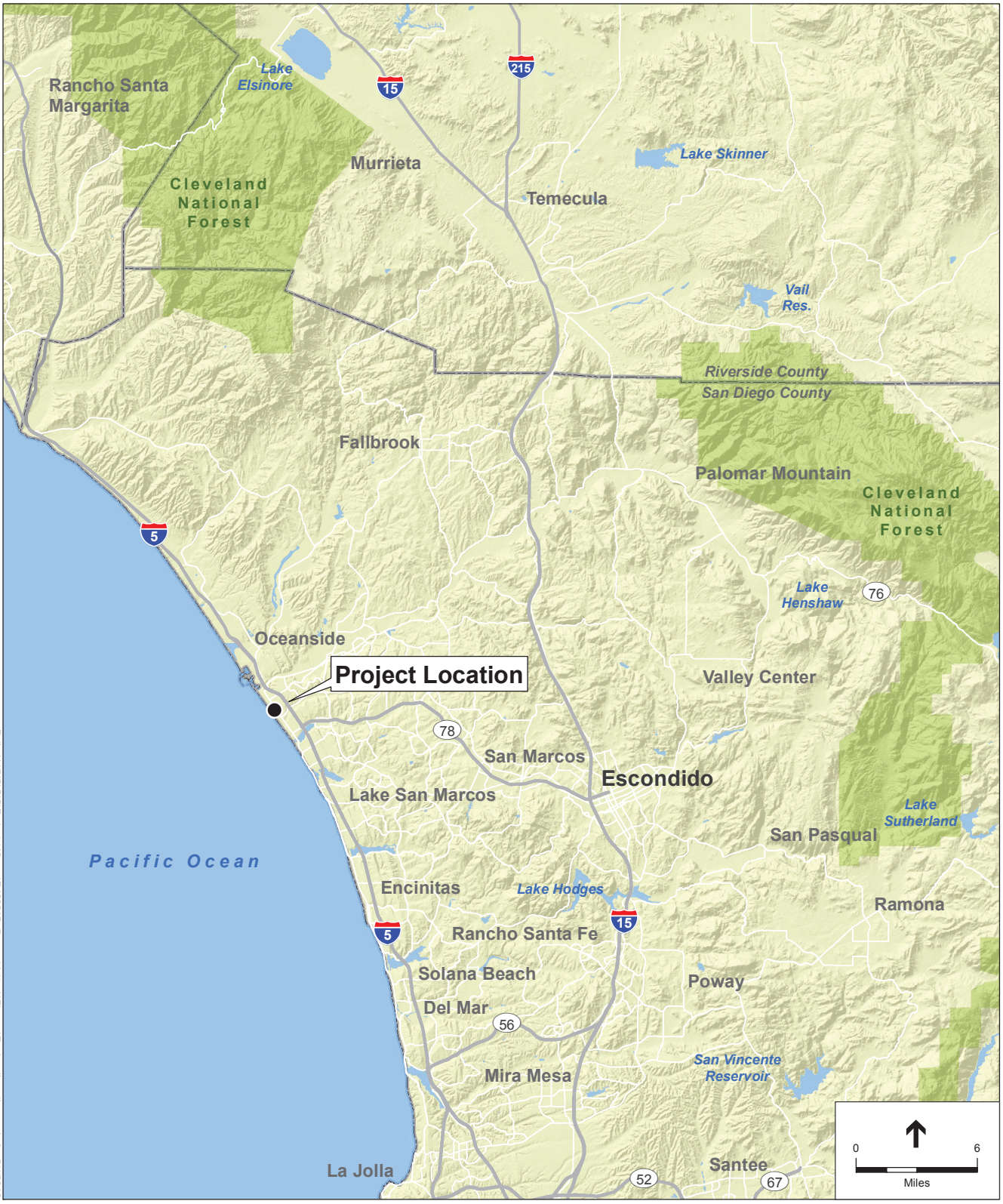
The Complete Streets improvements include proposed modifications to the Coast Highway corridor and roadway, including lane conversions, street improvements, intersection roundabouts, and increased parking and bicycle facilities.

The Incentive District is an amendment to the Zoning Ordinance. If adopted, the Incentive District would be an optional zoning program that individual developers could choose to apply for new development or redevelopment within the Incentive District boundary in lieu of the existing zoning. The Incentive District would facilitate implementation of the Coast Highway Vision and Strategic Plan (Vision Plan) by encouraging redevelopment and revitalization of the Coast Highway corridor. Implementation of the Incentive District would require amendments to the City's General Plan, Local Coastal Program (LCP), and Zoning Ordinance.

This Environmental Impact Report (EIR) has been prepared in compliance with requirements of the California Environmental Quality Act (CEQA) to address any potential environmental impacts resulting from implementation of the proposed project. The Complete Streets improvements are analyzed at a project-level, in accordance with CEQA Guidelines Section 15161, and the Incentive District is analyzed programmatically in this EIR in accordance with Section 15168 of the CEQA Guidelines.

2.2 Project Location

The proposed project is located within the city of Oceanside, California, in northern San Diego County. **Figure 2-1** shows the regional location of the proposed project.



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SOURCE: ESRI; SanGIS 2015

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-1

Regional Location

The project area includes both the Complete Streets improvements, including proposed intersection roundabouts and mid-block crosswalks, within the Coast Highway corridor and the Incentive District boundaries, as shown in **Figure 2-2**. The portion of Coast Highway that includes the Complete Streets improvements spans approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the city's southern boundary. The Incentive District boundaries are irregular in shape and extend from Seagaze Drive to the north past Eaton Street to the south. Generally, Ditmar Street and Pacific Street from the east and west boundaries. Surrounding land uses include residential, commercial, mixed-use, public transportation/railroad, and open space. The Pacific Ocean coastline is located less than one-half mile to the west of Coast Highway.

2.2.1 Existing General Plan and Local Coastal Program Land Use Designations

The project area is located within the Coastal Zone of the city, where the Coastal Zone boundary generally encompasses the area from just east of Coast Highway to the Pacific Ocean. The California Coastal Act (Public Resources Code Section 30000 et seq.) authorizes the State of California to regulate development within the Coastal Zone and requires that individual jurisdictions adopt local coastal programs (LCPs) to implement the Coastal Act. The City's LCP consists of a land use plan document (separate from the General Plan) that contains land use policies, and an implementing ordinance — the Coastal Zoning Ordinance for Coastal Areas (1986 Zoning Ordinance). While development within the city's Coastal Zone must comply with the LCP in addition to the General Plan, the LCP land use designations supersede the General Plan land use designations for the Coastal Zone.

Figure 2-3 illustrates the existing General Plan and LCP land use designations within the project area. The LCP land use designations are further refined by the Coastal Zoning Ordinance for Coastal Areas (1986 Zoning Ordinance); refer to the discussion under "Existing Zoning Designations" below for a description of the allowable uses for each designation located within the Coastal Zone.

The City's General Plan and LCP designate the following land uses within the project area:

- Coastal General Commercial (C-GC) – Allows for a variety of retail, service, and office uses. Visitor uses, such as restaurants, hotels and motels may be located in this land use designation, especially on sites with good freeway access and exposure. The major general commercial corridor in the Coastal Zone is along Coast Highway.
- Coastal Dependent, Recreational and Visitor Serving Commercial (C-VC) – Allows for specialized commercial uses which are directly dependent, supportive or related to the coast. Such uses provide services or goods for coastal industries or recreationists, and include boat sales, supplies, and service; diving, commercial fishing, and sportfishing establishments; restaurants, snack bars and convenience markets; gift, sundries, and novelty shops; transient accommodations such as hotels, motels, tourist cottages, campgrounds and recreational vehicle parks; and recreational equipment rentals (such as bicycles, roller skates, surfboards).

- Coastal Residential High Density (C-RH) – Allows for 15 units per acre and up with the upper limit set by the Zoning Ordinance and Redevelopment Design Guidelines. The density for any given project in this category should be based upon site characteristics, compatibility with the surrounding neighborhood, project type, and service availability.
- Coastal Light Industrial (C-LI) – Only one light industrial site of 11 acres remains in the Coastal Zone. First priority for use of this area would be small Coastal-dependent or related industries such as boat building, sail making or a boat repair yard. If, because of the site's small size and isolated location, such coastal dependent uses are not possible, light industrial uses should be allowed.
- Coastal Transportation and Utility (C-TU) – This classification encompasses the Atchison, Topeka and Santa Fe Railroad, which is the major public utility in the project area. The corridor includes open space which buffers the railroad from surrounding noise-sensitive land uses and also serves as a reserve corridor for future transportation needs. The railroad corridor also includes a site designated for a possible multi-modal transportation facility.

2.2.2 Existing Zoning Designations

Figure 2-4 shows the existing zoning designations within the project area. The project area is located within the Coastal Zone of the city, where the City's Coastal Zoning Ordinance for Coastal Areas (1986 Zoning Ordinance) is the implementing ordinance of the City's LCP. As shown in Figure 2-4, while there is a range of zoning designations present within the project area, the primary zoning designation is General Commercial (C-2). The City's Coastal Zoning Ordinance for Coastal Areas (1986 Zoning Ordinance) established the following uses per each zoning designation within the project area:

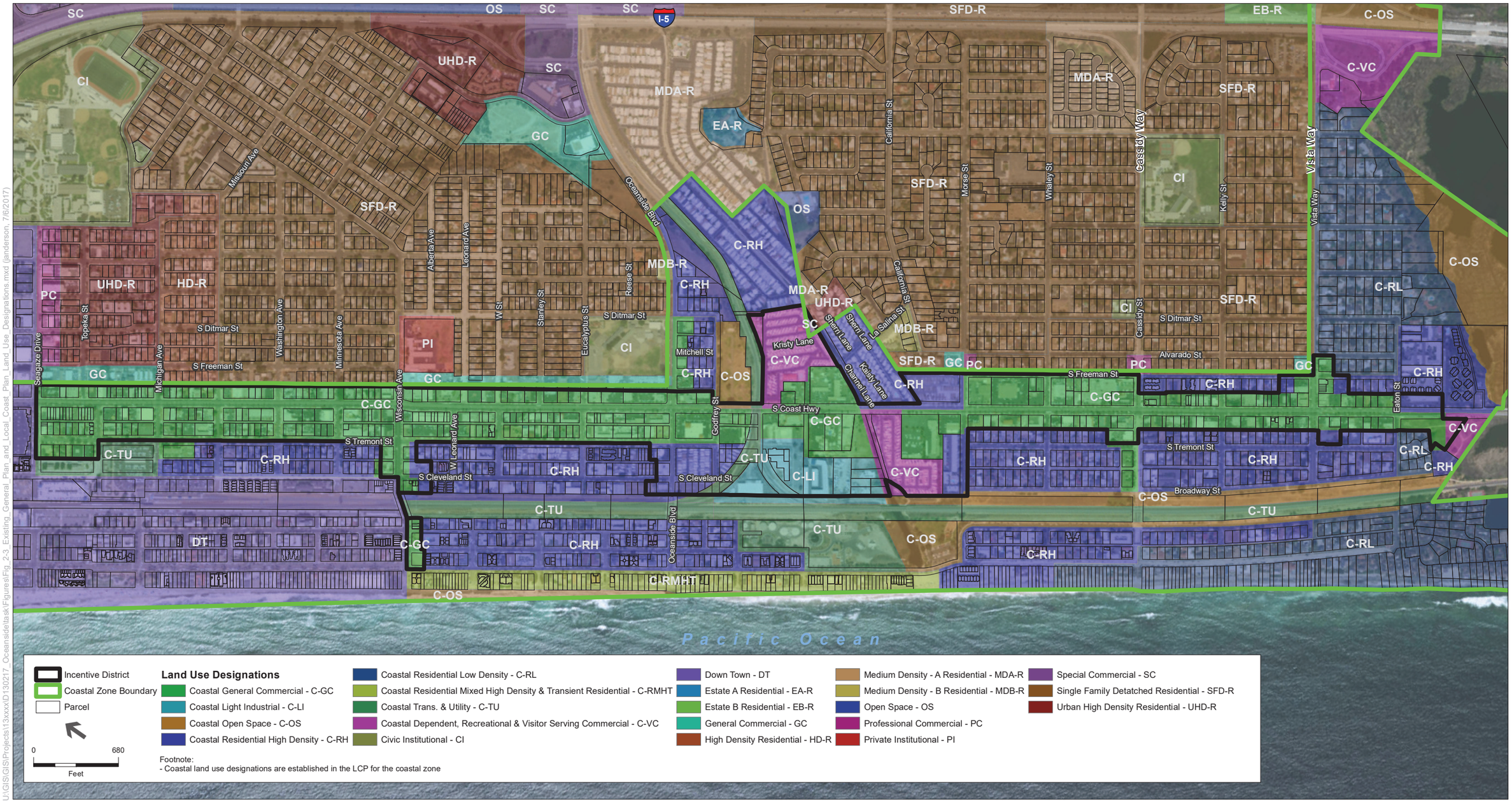
- General Commercial (C-2) – Provides for a wide range of retail, professional and administrative, mixed-use, and entertainment uses of relatively higher intensity within close proximity to residential zoning or development.
- Visitor Commercial (VC) – Provides for recreational-oriented and visitor-serving commercial activities near recreation and scenic areas with immediate access to freeways and major thoroughfares. This zoning designation encompasses specialized commercial uses which are directly dependent, supportive, or related to the coast including the Harbor area, the San Luis Rey River area, and the municipal pier area.
- Light Industrial (M1) – Allows a wide diversity of industrial uses under minimum development and operational controls in areas where such uses would not have an adverse effect on adjacent residential areas.
- Neighborhood Commercial (C-1) – Provides standards for retail and service commercial uses which by their nature are of moderate intensity; are necessary in order to provide convenient daily shopping facilities to residential home and apartment dwellers; and are generally adjacent to or within close proximity to residential zoning or development.

SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-2

Project Area and Vicinity



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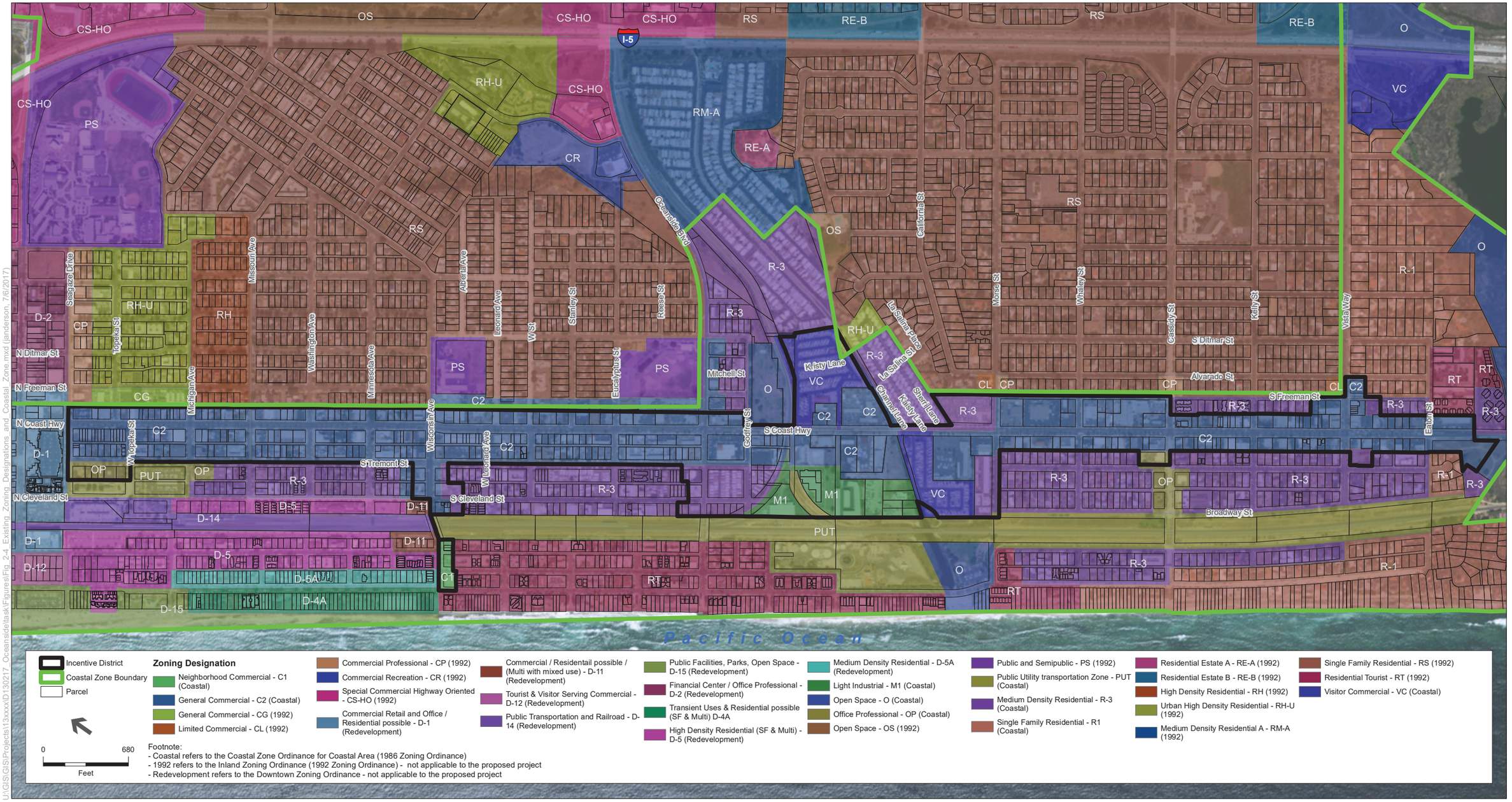
SOURCE: ESA, 2016; City of Oceanside 2016; NAIP, 2014

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-3

Existing General Plan and Local Coastal Plan Land Use Designations



Incentive District
Coastal Zone Boundary
Parcel

0 680
Feet

Zoning Designation

- Neighborhood Commercial - C1 (Coastal)
- General Commercial - C2 (Coastal)
- General Commercial - CG (1992)
- Limited Commercial - CL (1992)
- Commercial Professional - CP (1992)
- Commercial Recreation - CR (1992)
- Special Commercial Highway Oriented - CS-HO (1992)
- Commercial Retail and Office / Residential possible - D-1 (Redevelopment)
- Commercial / Residentail possible / (Multi with mixed use) - D-11 (Redevelopment)
- Tourist & Visitor Serving Commercial - D-12 (Redevelopment)
- Public Transportation and Railroad - D-14 (Redevelopment)
- Public Facilities, Parks, Open Space - D-15 (Redevelopment)
- Financial Center / Office Professional - D-2 (Redevelopment)
- Transient Uses & Residential possible (SF & Multi) D-4A
- High Density Residential (SF & Multi) - D-5 (Redevelopment)
- Medium Density Residential - D-5A (Redevelopment)
- Light Industrial - M1 (Coastal)
- Open Space - O (Coastal)
- Office Professional - OP (Coastal)
- Open Space - OS (1992)
- Public and Semipublic - PS (1992)
- Public Utility transportation Zone - PUT (Coastal)
- Medium Density Residential - R-3 (Coastal)
- Single Family Residential - R1 (Coastal)
- Residential Estate A - RE-A (1992)
- Residential Estate B - RE-B (1992)
- High Density Residential - RH (1992)
- Urban High Density Residential - RH-U (1992)
- Medium Density Residential A - RM-A (1992)
- Single Family Residential - RS (1992)
- Residential Tourist - RT (1992)
- Visitor Commercial - VC (Coastal)

Footnote:
- Coastal refers to the Coastal Zone Ordinance for Coastal Area (1986 Zoning Ordinance)
- 1992 refers to the Inland Zoning Ordinance (1992 Zoning Ordinance) - not applicable to the proposed project
- Redevelopment refers to the Downtown Zoning Ordinance - not applicable to the proposed project

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SOURCE: ESA, 2016; City of Oceanside, 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-4

Existing Zoning Designations and Coastal Zone

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- Medium Density Residential (R-3) – Allows for the orderly development of multiple family residences in a manner compatible with surrounding properties.
- Office Professional (OP) – Provides for business, office, administrative, or professional land uses of low intensity that are compatible with adjacent residential zoning or development.
- Public Utility Transportation Zone (PUT) – Applies to those lands in which major transportation corridors or public utility facilities are existing or proposed.

2.3 Project Objectives

The City of Oceanside has defined the following goals and objectives of the proposed project:

Goal 1: Transform Coast Highway into a "Complete Streets" that accommodates all roadway users (pedestrians, bicyclists, and automobiles).

Objectives:

- Improve the pedestrian environment
- Provide a continuous striped bicycle lane
- Improve traffic flow and implement traffic calming measures to reduce traffic intrusion to adjacent neighborhoods

Goal 2: Improve safety for all roadway users.

Objectives:

- Slow traffic speeds and improve traffic flow
- Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections
- Add new, mid-block pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway

Goal 3: Facilitate implementation of the Coast Highway Vision and Strategic Plan.

Objectives:

- Encourage redevelopment and continued investment within the Incentive District by providing development incentives in exchange for community benefits to enhance and revitalize the project area
- Increase on-street parking supply corridor-wide to support new land uses
- Foster a built environment along Coast Highway that includes:
  - Streets and spaces that are pedestrian-scale and pleasurable to walk within
  - Architecture that announces gateways, key intersections, and public spaces
  - A consistent street frontage throughout the nodes
  - Building architecture that is high quality and provides variation and diversity

2.4 Project Components

2.4.1 Complete Streets Improvements

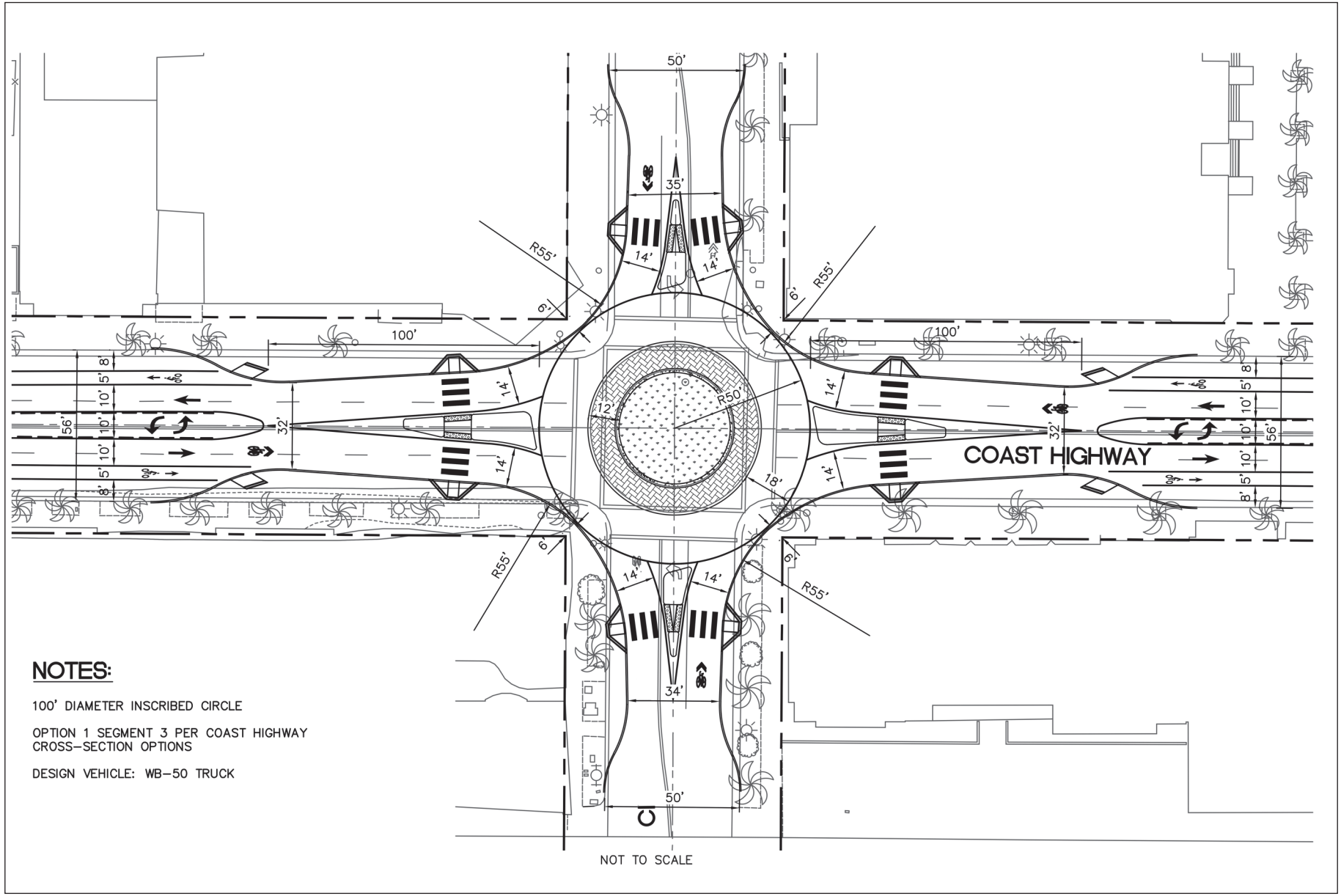
The 3.5-mile stretch of Coast Highway currently operates with four travel lanes, two northbound and two southbound, with limited on-street parking and no designated bicycle facilities. Implementation of the proposed project would improve infrastructure for all modes of transportation, including bicycle, pedestrian, and transit services, while also accommodating forecast future traffic volumes within the corridor. Specifically, the Complete Streets improvements would convert Coast Highway from four lanes to two lanes (one travel lane in each direction) for the length of the corridor, with segments of two southbound travel lanes between State Route (SR) 76 and Surfrider Way, and south of Kelly Street to Eaton Street.

Furthermore, key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, traffic-calming measures, and streetscape enhancements, such as removing dead trees and replanting trees. The 12 roundabouts would include dedicated, setback pedestrian crosswalks along all roadways leading into the roundabout, as shown in **Figure 2-5**. In combination with the 10 mid-block crosswalks, the proposed project would result in 22 new pedestrian crosswalks along Coast Highway, which would increase pedestrian safety and allow for greater access to the coastal area. These enhancements to the landscaping and roadway would help implement the vision of the corridor established within the Vision Plan.

The Coast Highway corridor is divided into five major segments for purposes of describing the Complete Streets improvements, as follows:

- Segment 1: Harbor Drive to SR 76
- Segment 2: SR 76 to Wisconsin Avenue
- Segment 3: Wisconsin Avenue to Oceanside Boulevard
- Segment 4: Oceanside Boulevard to Morse Street
- Segment 5: Morse Street to Eaton Street

Within each of the five major segments, there may be minor differences on a block-by-block basis to accommodate variations in roadway configurations designed to provide appropriate traffic turning lanes, parking, and/or bicycle facilities. **Figures 2-6** through **2-9** provide conceptual schematics of the Complete Streets improvements on a segment-by-segment basis, which are described in greater detail below.



SOURCE: Nasland, 2019

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-5

Conceptual Design of a Typical Roundabout

It should be noted that the City is also contemplating one of three alternatives to the proposed Complete Streets improvements project described herein, which is addressed in further detail in Chapter 5 of this EIR. While the majority of this EIR focuses on the option of converting Coast Highway from four lanes to two lanes (one travel lane in each direction) for the 3.5-mile length of the Coast Highway corridor, the City could also opt to adopt one of three alternatives that narrow the extent of the improvements. Alternative 1 would retain four lanes south of Oceanside Boulevard, while Alternative 2 would retain four lanes south of Morse Street. In addition, the City could opt to adopt Alternative 3, which would narrow both the Complete Streets improvements and the Incentive District to Morse Street and retain existing conditions south of Morse Street as a means to focus the project to the northern half of the Coast Highway corridor. Refer to Chapter 5 for further consideration of this alternative.

Segment 1: Harbor Drive to SR 76

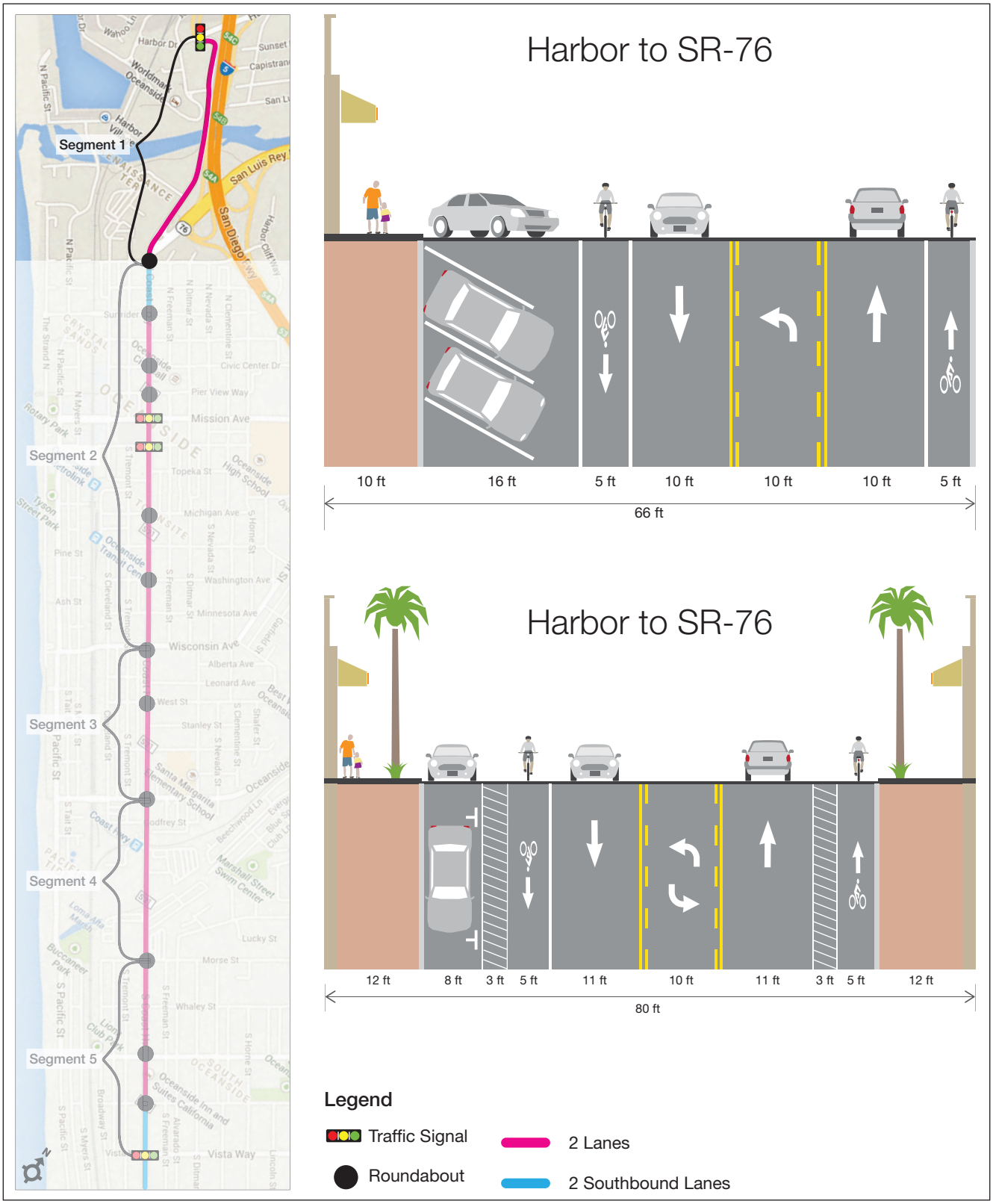
Figure 2-6 illustrates the cross section of the Complete Streets improvements for Segment 1 – Harbor Drive to SR 76. The segment of Coast Highway between Harbor Drive and the San Luis Rey River Bridge would be reduced from a total of four lanes to one lane in each direction with a center two-way left-turn lane. A Class II striped bicycle lane[1] would be provided on both sides of the roadway and, where street width permits, angled parking would be provided on the west side of the roadway. On-street parking currently located along the east side of the roadway would be removed to accommodate the proposed bicycle lane. The intersection at Harbor Drive and Coast Highway would remain signalized with no changes to lane geometry.

South of the San Luis Rey River Bridge, Coast Highway would be reduced from a total of four lanes to one lane in each direction with a center two-way left-turn lane with Class II striped bicycle lanes on both sides of the roadway. Similar to existing conditions, on-street parking would be provided on the west side of the roadway. The bridge would be restriped to provide a Class II bicycle lane in both directions. A mid-block crosswalk is proposed across Coast Highway at Costa Pacifica and a two-lane roundabout is proposed at the intersection of Coast Highway and SR 76.

Segment 2: SR 76 to Wisconsin Avenue

Figure 2-7a illustrates the cross section of Segment 2 – SR 76 to Pier View Way and **Figure 2-7b** illustrates the cross section of Segment 2 – Pier View Way to Wisconsin Avenue. Coast Highway would maintain two southbound lanes and be reduced to one northbound traffic lane between SR 76 and Surfrider Way. The southbound traffic lane closest to the curb would become a right-turn lane at Surfrider Way. Additionally, a center two-way left-turn lane would be provided. The traffic signal at Coast Highway and Surfrider Way would be replaced by a single-lane roundabout. Class II striped bicycle lanes would be provided on both sides of the street. Similar to existing conditions, no on-street parking is proposed in this section of the corridor.

[1] Class II Bike Lane – Striped lane for one-way bike travel on a street or highway. Bike lanes are marked with signs and pavement striping.

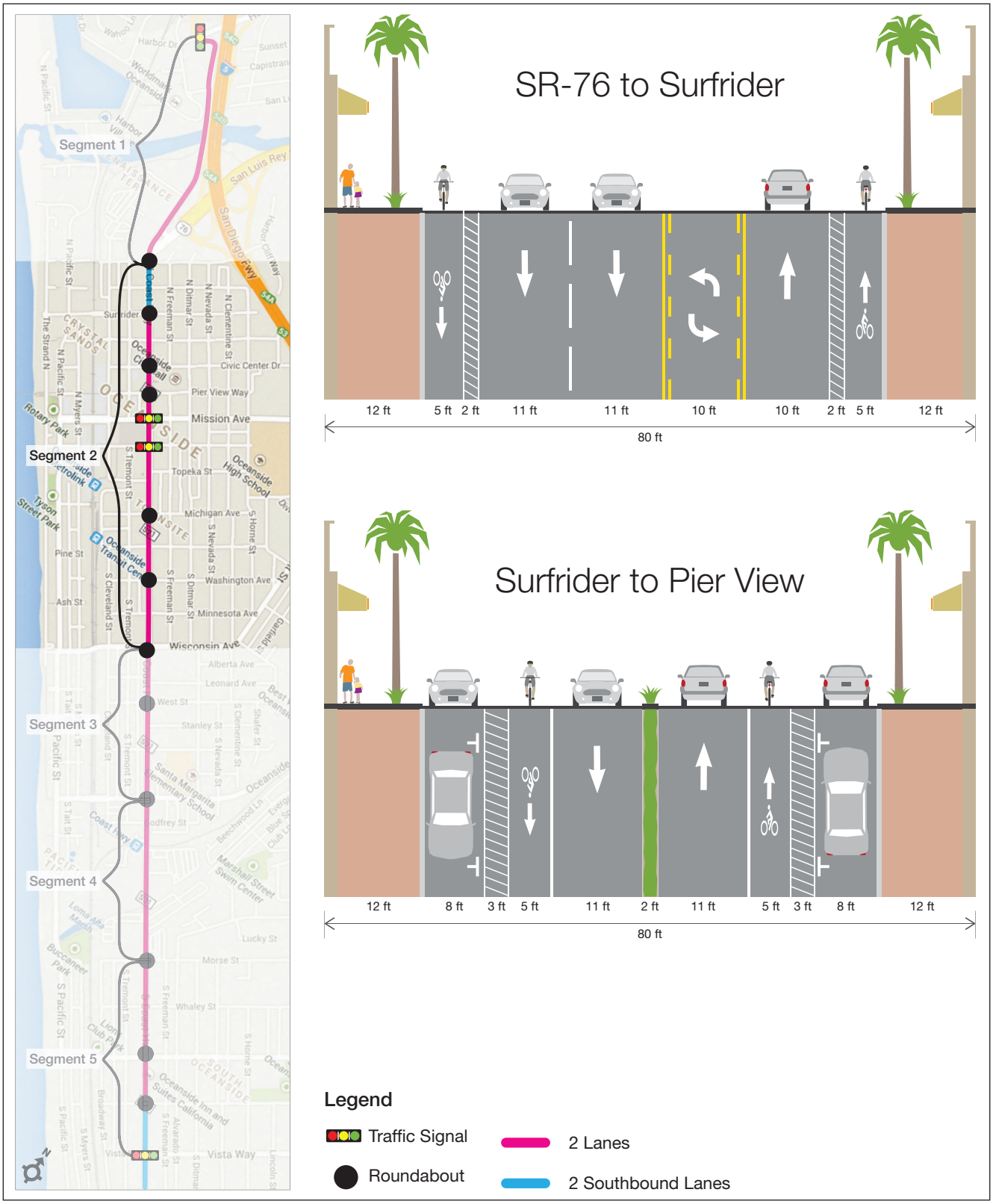


SOURCE: Oceanside Coast Highway Corridor Study

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-6

Cross Section of Segment 1 – Harbor Drive to SR-76

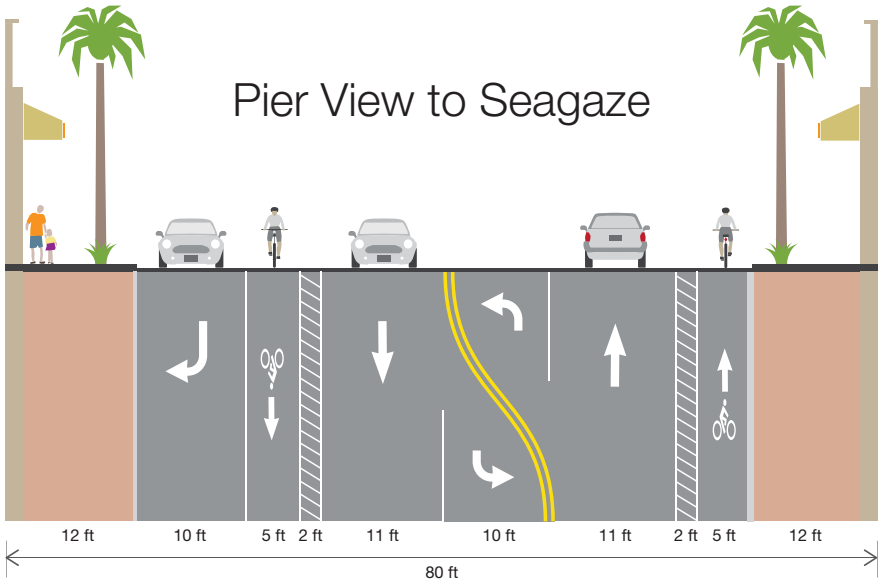


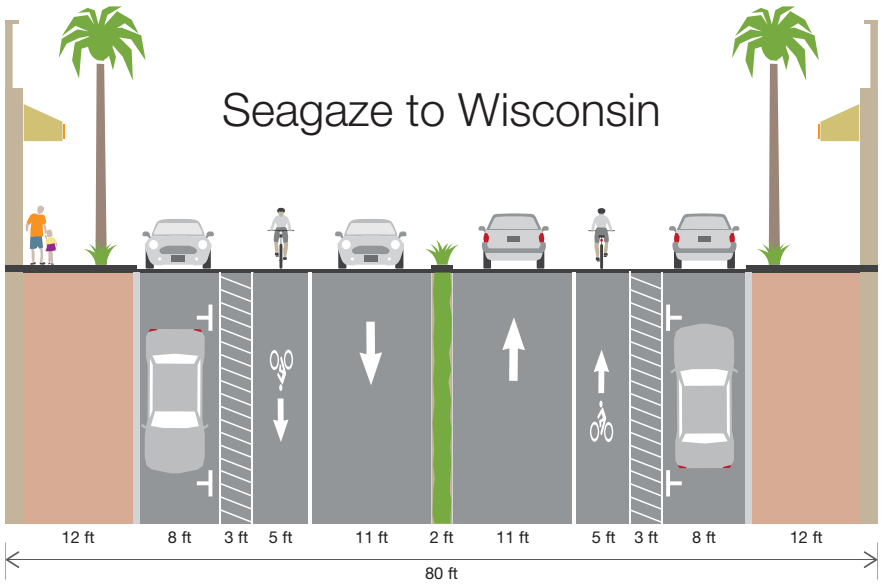
SOURCE: Oceanside Coast Highway Corridor Study

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-7a

Segment 2 – SR-76 to Pier View Way





Legend

- Traffic Signal
- Roundabout
- 2 Lanes
- 2 Southbound Lanes

SOURCE: Oceanside Coast Highway Corridor Study

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-7b

Segment 2 – Pier View Way to Wisconsin Avenue

Coast Highway would be reduced to a single traffic lane in both directions and would be separated with an approximately two-foot-wide raised center median from Surfrider Way to Pier View Way. Single-lane roundabouts would be constructed at the intersections of Coast Highway at Civic Center Drive and Pier View Way, replacing the existing traffic signals at these locations. On-street parallel parking would be provided on both sides of the roadway and a Class II striped bicycle lane with a buffer from adjacent parked cars would be provided in each direction. A mid-block crosswalk would also be provided across Coast Highway at Sportfisher Way on the south side of the intersection.

Coast Highway would continue to provide one traffic lane and a striped Class II bicycle lane in both directions between Pier View Way and Seagaze Drive. An approximately two-foot-wide raised center median would separate the northbound and southbound lanes. The intersections of Coast Highway at Mission Avenue and Seagaze Drive would remain signalized. Left-turn and right-turn pockets are proposed on Coast Highway at both of these intersections to provide an acceptable level of service (LOS) for automobile traffic. As in existing conditions, no on-street parking would be provided between Pier View Way and Seagaze Drive.

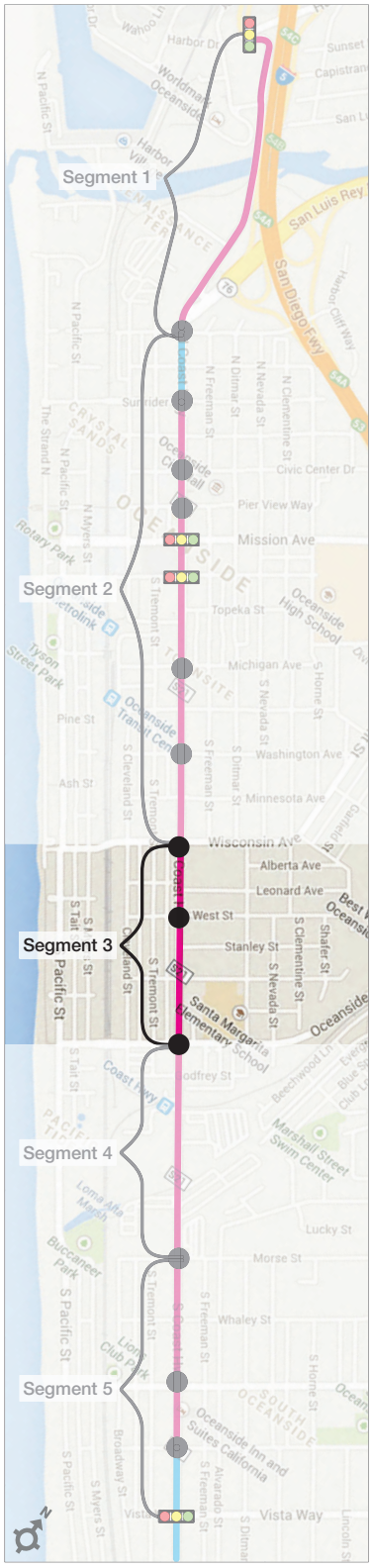
One travel lane, a striped bicycle lane, and on-street parking would be provided in both directions from south of Seagaze Drive to Wisconsin Avenue. A two-foot-wide raised median is proposed to separate the northbound and southbound lanes. Single-lane roundabouts would be constructed at the intersections of Coast Highway and Michigan Avenue, Washington Avenue, and Wisconsin Avenue. Mid-block crosswalks are proposed at Topeka Avenue (between the west and east legs), Missouri Avenue (across the south leg), and Minnesota Avenue (across the south leg), all of which are currently unsignalized. Further, unsignalized left turn movements along Coast Highway would be removed at Topeka Avenue, Missouri Avenue, and Minnesota Avenue.

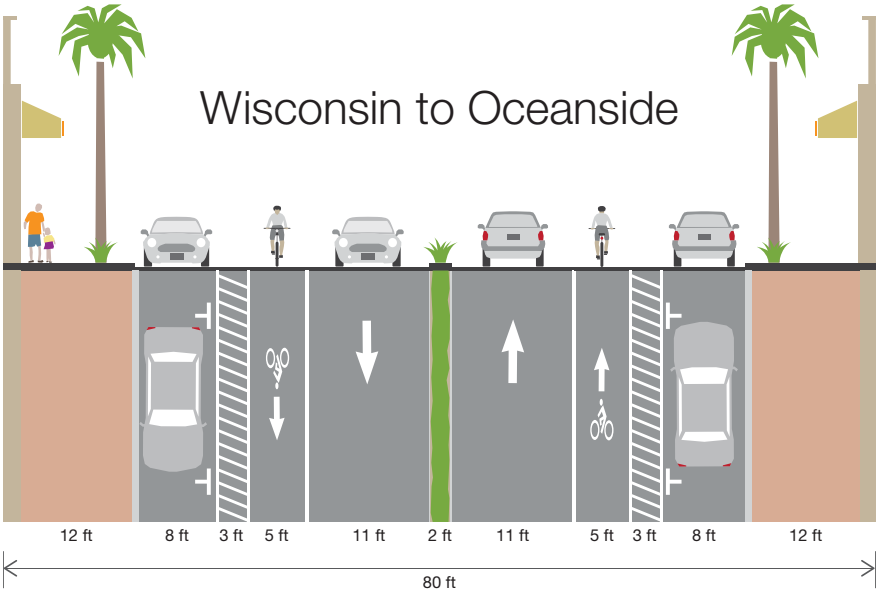
Segment 3: Wisconsin Avenue to Oceanside Boulevard

Figure 2-8 illustrates the cross section of the Complete Streets improvements for Segment 3 – Wisconsin Avenue to Oceanside Boulevard. The Complete Streets improvements in this segment would provide for a single traffic lane, a Class II striped bicycle lane, and parallel on-street parking in both directions between Wisconsin Avenue and Oceanside Boulevard. Additionally, a two-foot-wide raised median is proposed to separate the northbound and southbound lanes in this segment. Single-lane roundabouts are proposed at West Street and Oceanside Boulevard. Further, a mid-block crosswalk is proposed at Eucalyptus Avenue (across the south leg), which is currently unsignalized. Unsignalized left turn movements would be removed at Leonard Avenue, Stanley Avenue, and Eucalyptus Avenue.

Segment 4: Oceanside Boulevard to Morse Street

Figure 2-9 illustrates the cross section of the Complete Streets improvements for Segment 4 – Oceanside Boulevard to Morse Street. Coast Highway would provide for a single traffic lane, a Class II striped bicycle lane, and on-street parking in both directions between Oceanside Boulevard and Morse Street. A center two-way left-turn lane would be provided throughout this segment. A single-lane roundabout is proposed at Morse Street, which is currently a signalized intersection. Further, mid-block crosswalks are proposed across Coast Highway adjacent to the existing train station south of Oceanside Boulevard and adjacent to the Loma Alta Creek footpath, south of the existing bridge. On-street parking would be provided throughout this segment.





Legend

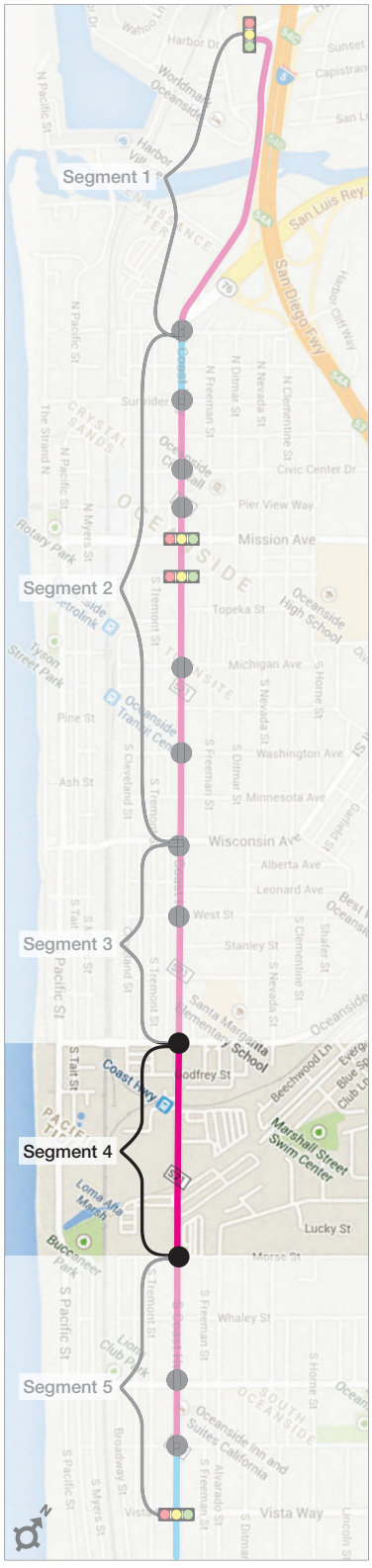
- Traffic Signal
- Roundabout
- 2 Lanes
- 2 Southbound Lanes

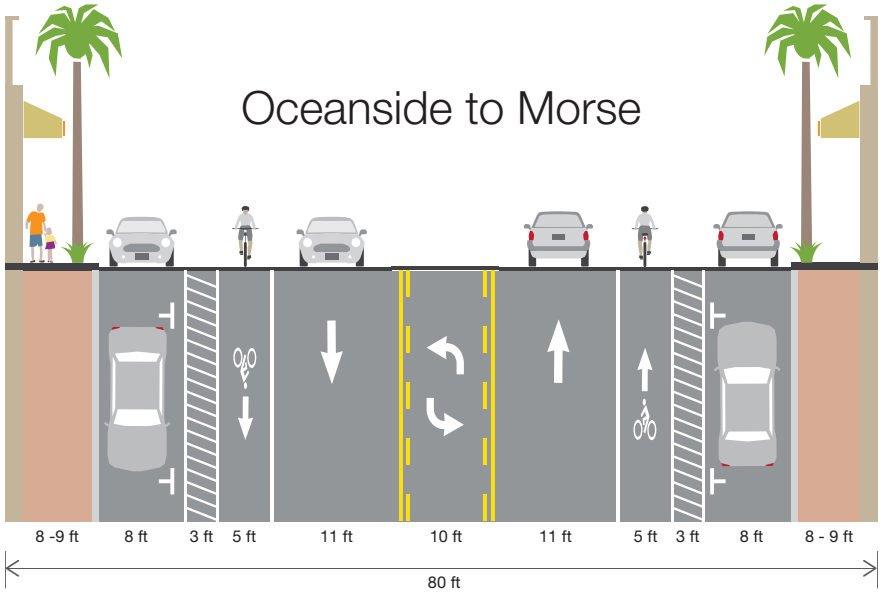
SOURCE: Oceanside Coast Highway Corridor Study

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-8

Cross Section of Segment 3 –Wisconsin Avenue to Oceanside Boulevard





Legend

- Traffic Signal
- Roundabout
- 2 Lanes
- 2 Southbound Lanes

SOURCE: Oceanside Coast Highway Corridor Study

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-9

Cross Section of Segment 4 – Oceanside Boulevard to Morse Street

Segment 5: Morse Street to Eaton Street

Figure 2-10 illustrates the cross section of the Complete Streets improvements for Segment 5 – Morse Street to Eaton Street. The Complete Streets improvements in this segment would provide for a single traffic lane, a Class II striped bicycle lane, and on-street parallel parking in both directions between Morse Street and Kelly Street. Additionally, a two-foot-wide raised median is proposed to separate the northbound and southbound lanes. Single-lane roundabouts are proposed at Cassidy Street, currently signalized, and Kelly Street, currently unsignalized. Further, a mid-block crosswalk would be constructed at Whaley Street (across the south leg), which is currently unsignalized. Unsignalized left turn movements would be removed at Whaley Street. Further, on-street parking would be maintained in this segment.

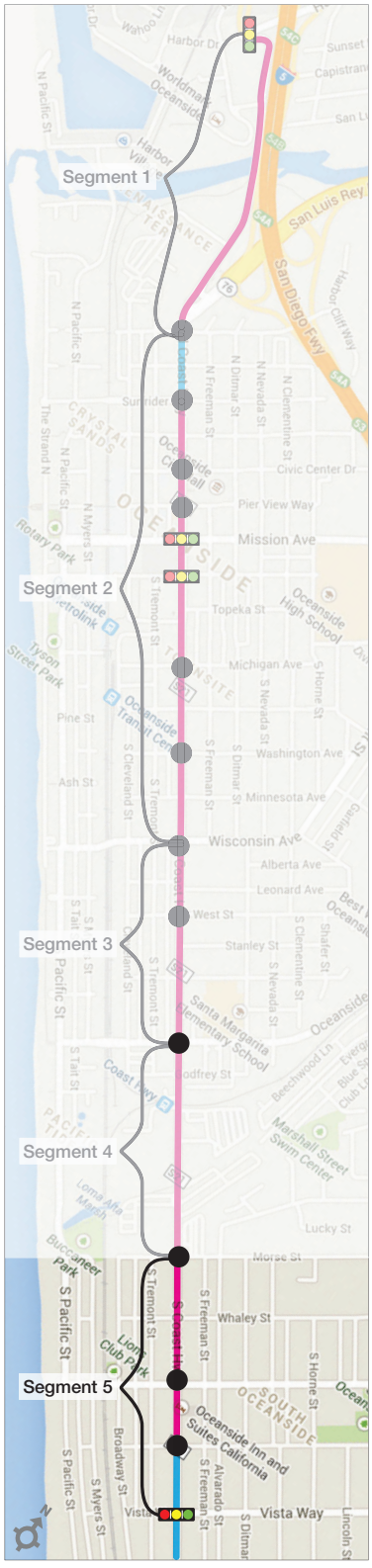
Between Kelly Street and Vista Way, Coast Highway would provide a single-lane for traffic in the northbound direction and two lanes in the southbound direction. South of Vista Way, the two southbound travel lanes would merge into a single lane, matching the existing roadway condition between Vista Way and Eaton Street. Northbound, Coast Highway would be reduced to a single through lane south of the intersection with Vista Way, with the outside through lane being converted to a right-turn lane at Vista Way. The single northbound through lane would continue north of Vista Way toward Kelly Street. Existing on-street parking would be removed between Kelly Street and Vista Way along Coast Highway. Westbound Vista Way would be modified between Coast Highway and Freeman Street to provide one right-turn lane, one through lane, and one left-turn lane, with the eastbound direction of travel between Coast Highway and Freeman Street reduced to a single lane.

2.4.2 Coast Highway Incentive District

Overview of the Incentive District

In addition to the Complete Streets improvements, the proposed project also includes an amendment to the City's Zoning Ordinance to create the Incentive District (refer to Figure 2-2, Project Area and Vicinity). The Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing zoning. If adopted, the Incentive District would be an optional zoning program that individual developers could choose to apply for new development or redevelopment within the Incentive District boundary. However, if a developer or property owner does not choose to adhere to the Incentive District, then future development may still occur solely consistent with the existing zoning. Implementation of the Incentive District would require amendments to the City's General Plan, LCP and Zoning Ordinance.

The City prepared the Vision Plan and the City Council voted to accept the Vision Plan in 2009 to serve as an advisory document to help guide future development within the Coast Highway corridor. The concept of the Incentive District was inspired by the Vision Plan, which served as a guidance document, along with the City's General Plan, during the development of the Incentive District.



SOURCE: Oceanside Coast Highway Corridor Study

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-10

Cross Section of Segment 5 – Morse Street to Eaton Street

The primary purpose of the Incentive District is to encourage redevelopment and revitalization of the Coast Highway corridor through land use regulations, design and development criteria, and development incentives that will encourage sustainable, high-quality development. Consistent with the overall ideas within the Vision Plan, the Incentive District would establish regulations intended to:

1. Incent redevelopment and revitalization of the Incentive District by streamlining the development review process and providing development incentives.
2. Encourage sustainable, high-quality development consistent with the intent and objectives articulated in the Coast Highway Vision and Strategic Plan.
3. Create distinct pedestrian-oriented subareas, including:
    a) Urbane mixed-use nodal areas featuring relatively intense commercial land use and residential density; development in these nodal areas will generally be taller and more street-adjacent than development in other subareas; commercial uses, including visitor-serving businesses, will provide a wide range of employment opportunities.
    b) Commercial Villages featuring neighborhood-serving commercial uses in a suburban main street setting; these villages also allow for mixed-use development, consistent with underlying zoning standards.
    c) Transitional Avenue segments featuring a combination of mixed-use, standalone commercial, and standalone residential development with generally less land use intensity and residential density relative to nodal areas; providing for auto-related uses, these segments are characterized by more expansive setbacks and landscaping.
4. Promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms. Facilitate the creation of vibrant community places and tourist destinations.
5. Treat Coast Highway as a complete, multi-modal street that is safe, pedestrian and bicycle friendly, accessible, attractive, visually and functionally engaging for users of all ages and abilities, and well integrated with adjoining neighborhoods along the corridor.

The Incentive District incents development and redevelopment by offering a streamlined development review process, expanding the land uses permitted by right, reforming parking standards, and allowing increased height of buildings in certain planning areas, with discretionary approval. In addition, the Incentive District includes a Residential Density Incentive Program that allows for increased residential density for nodal development in exchange for public benefits. These benefits include providing one or more of the following: additional open space, public parking, additional commercial floor area, and payment to a Public Improvement Fee. Further, the Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan.

Land Use Projections under the Incentive District

As stated above, adoption of the Incentive District would create distinct planning areas to redistribute and concentrate certain land uses within the project area as originally proposed in the Vision Plan. A market analysis was conducted by Keyser Marston Associates (KMA) for the Coast Highway corridor, and it concluded that there was strong support for residential use in both

the mid to long term (5 to 10+ years) within all parts of the corridor and more moderate support for office, hotel, and retail/restaurant use (KMA 2014). The City's existing General Plan and LCP land use designations and zoning designations within the project area allow primarily commercial uses with smaller amounts of residential, office, and light industrial land uses.

The Incentive District seeks to create a better balance of land uses in recognition of the market potential and the desire of the City to promote an increase of residential, office, hotel, and retail/restaurant uses. **Table 2-1** summarizes the anticipated land use development that could occur with adoption of the Incentive District through the year 2035. This table summarizes additional development from existing conditions that is expected to occur with implementation of the Incentive District within both the Oceanside Coast Highway Project Area and the traffic analysis study area. An estimation of existing conditions is also provided in the table for comparative purposes. The new development anticipated under the Incentive District would be consistent with the growth and development potential under the City's existing General Plan land use regulations and could occur under current conditions. However, it is expected that with implementation of the Incentive District, development might be encouraged such that growth and/or new land uses could occur more quickly than under current conditions.

TABLE 2-1
FUTURE PROJECT LAND USE CONDITIONS

Land Use	Units	2013 Conditions	Development Anticipated w/o Implementation of the Project (2035) – Project Study Area	Projected Development Anticipated with the Proposed Project (2035) * – Project Study Area	Projected Development Anticipated with the Proposed Project (2035) * – Traffic Analysis Study Area
Residential	du	1,129	1,852	2,688	5,871
Single Family	du	214	100	121	257
Multi Family	du	915	1,752	2,567	5,614
Retail	ksq	2,448	3,219	1,919	2,911
Office	ksq	22	0	194	604
Medical	ksq	0	0	0	166
Hospitality	rooms	55	9	724	3,074
Auto-oriented Businesses	ksq	396	113	26	39
Industrial	ksq	453	240	78	37
Storage	ksq	83	83	83	207

du = Dwelling Units
ksq = Thousand square feet
rooms = number of rooms

* The totals included in this column are comprised from totals from existing conditions in addition to the projected development anticipated with the proposed project.

SOURCE: IBI 2018

Actions Required to Implement the Incentive District

City of Oceanside General Plan Amendments

Implementation of the proposed project includes General Plan map and text amendments, which are proposed to be adopted concurrently with the adoption of the proposed project by the City Council. The General Plan Amendments would amend the City of Oceanside Land Use Element to establish guiding policies for the Coast Highway Vision and Strategic Plan and Coast Highway Incentive District and to clarify land use descriptions to ensure consistency with the intent and objectives of the Vision Plan and the Incentive District (refer to Appendix I of this EIR). General Plan map amendments include redesignating several properties currently designated as Light Industrial to General Commercial (refer to **Figure 2-11**) and High Density Residential to General Commercial (refer to **Figure 2-12**). In addition, the General Plan Amendment would amend the City of Oceanside Circulation Element to incorporate policies, objectives, guidelines, and roadway classification standards to accommodate the proposed Complete Streets improvements.

City of Oceanside Zoning Ordinance Amendment

Implementation of the proposed project includes a Zoning ordinance and map amendments, which are proposed to be adopted concurrently with the adoption of the project by the City Council. Once adopted, the Incentive District would provide optional land use and zoning regulations for developers and property owners that could be used in lieu of the existing zoning. Additionally, the Zoning map amendments would rezone those properties within the Incentive District boundaries currently designated as Light Industrial (M1) and Public Utility Transportation Zone (PUT) to General Commercial (C-2) (refer to **Figure 2-13**). Finally, the Zoning Ordinance Amendment would revise the existing High-rise provision, section 4114, which allows for additional building height with the submittal of a Conditional Use Permit to limit its application to only allow high rises for unoccupied space, so that this provision does not interfere with the objectives of the Incentive District.

City of Oceanside Local Coastal Program Amendment

In order to implement the proposed project, the City would also be required to process and adopt a Local Coastal Program Amendment (LCP Amendment) which would also require adoption by the California Coastal Commission. The LCP Amendment would amend the City's LCP, including amending the land use plan and the implementing ordinance to ensure consistency with the Incentive District. The land use plan amendments include amended text pertaining to the General Commercial, Coastal Dependent, Recreational &Visitor Serving Commercial, Light Industrial and Residential High Density land use classifications to ensure consistency with the intent and objectives of the Vision Plan and the Incentive District. LCP map amendments include redesignating several properties currently designated as Light Industrial to General Commercial (refer to Figure 2-11). The adoption of the updated LCP by the California Coastal Commission would be the final approval necessary to allow for implementation of the Incentive District.

2.5 Construction Process and Timeline

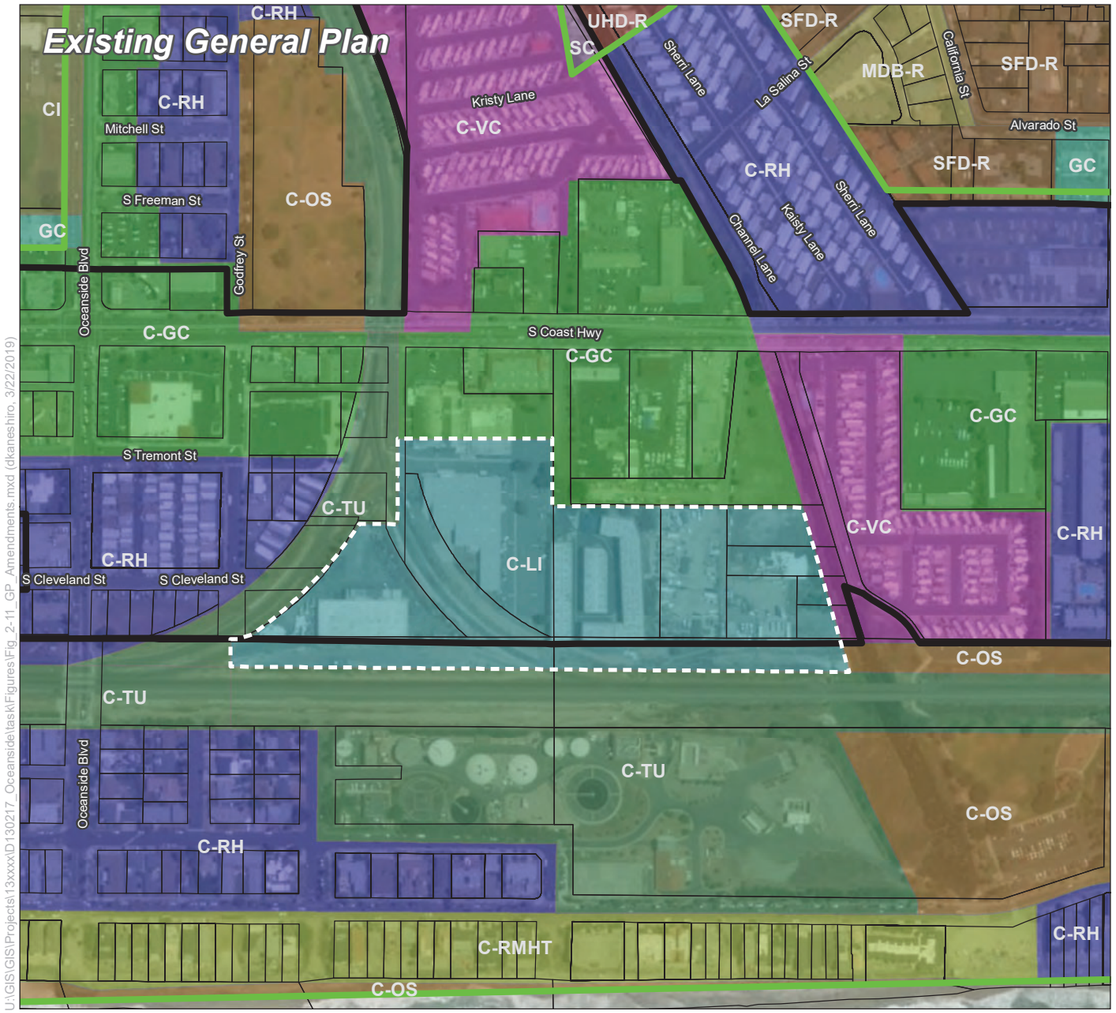
Complete Streets Improvements

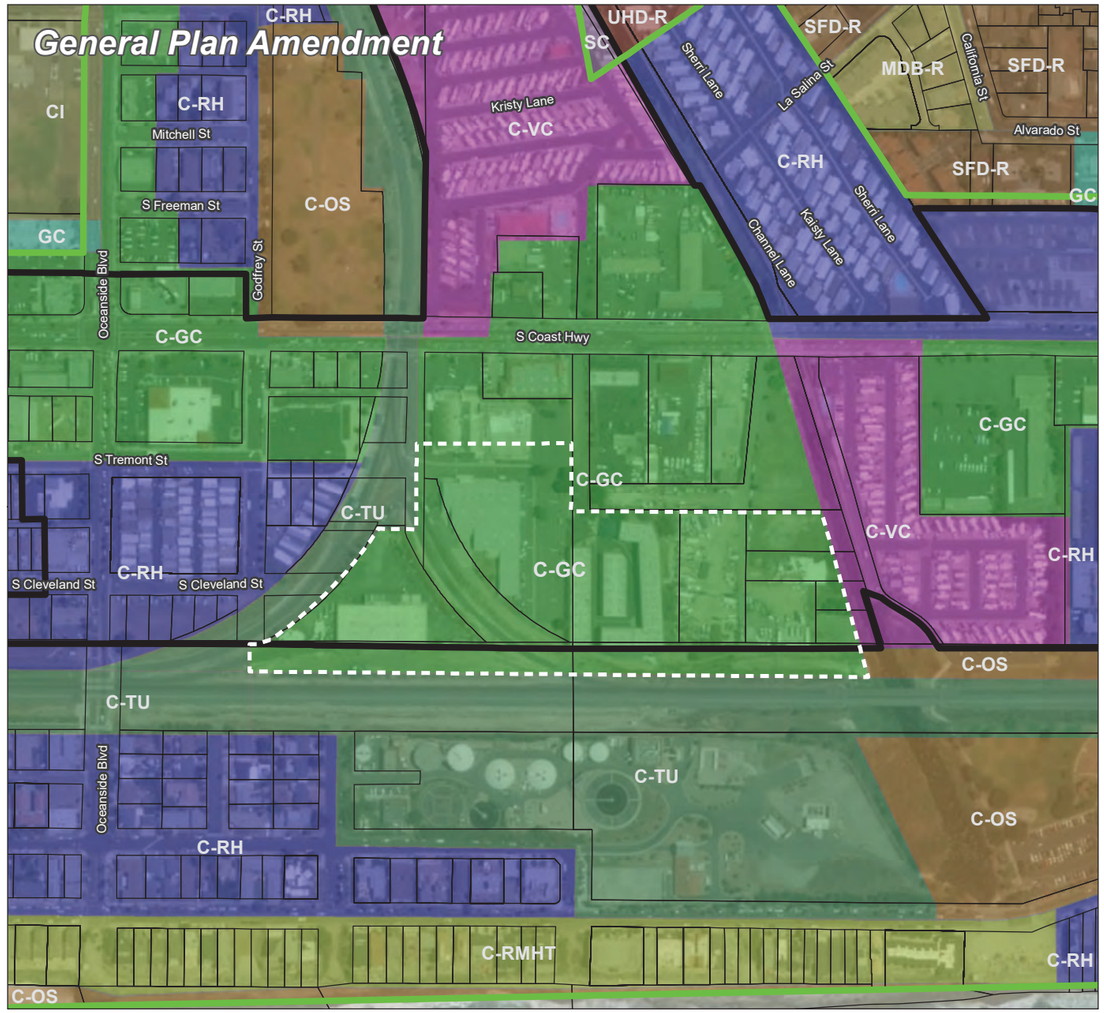
The Complete Streets improvements would be constructed based on available City funding and would be accomplished in phases, with the first phase likely beginning in January 2020 and the last phase completed by December 2035. While the parameters of the construction phases are preliminary at this time, for the purposes of the analyses within this EIR it is assumed construction of the Complete Streets improvements would occur first in Segment 1 and continue segment by segment to the southern end of the project area. Construction activities associated with the Complete Streets improvements would occur within the existing right-of-way of Coast Highway and would consist primarily of restriping. Other small-scale construction activities include signal modifications, introduction of midblock crosswalks, streetscaping, and other roadway improvements, including, but not limited to, sidewalk improvements and street lighting.

Physical construction activities would be required for the development of intersection roundabouts, raised medians, bulbouts, and repaving. Typical roundabout construction would require partial intersection closures to allow for the construction of the first half of the roundabout followed by the second half, which would allow for some through-traffic at all times. Construction activities anticipated for each roundabout would be approximately 4 months, with all 12 intersection roundabouts constructed over a 5-year period. This phased approach would allow for two intersection roundabouts to be constructed simultaneously. The phased construction schedule would ensure that not all intersections within the corridor would be under construction simultaneously. Based on average haul truck capacity and the anticipated maximum amount of imported and exported materials, a maximum of 20 haul trucks per day were assumed to haul demolition debris and excavated and imported soils during the respective construction phases. Construction activities would occur Monday through Saturdays from 7:00 a.m. to 6:00 p.m., per City Code.

Incentive District

Once adopted, the Incentive District could be applied to any future development and/or redevelopment that is being considered within the boundaries of the proposed Incentive District. However, given that the projects would largely be sponsored and proposed by private developers, the timing of the construction activities of individual projects associated with the Incentive District is unknown and cannot be determined at this time. Construction of individual projects would occur as property owners and developers decide that development is warranted based in large part on market trends. Additionally, the duration of construction activities for individual future projects would be determined on a case-by-case basis largely by the construction contractors of the individual developers. Future development projects that may occur under the Incentive District would be required to undergo application review though the City's development review process. As part of the development review process, future project applicants would submit a project-specific construction schedule to demonstrate compliance with all applicable City regulations associated with construction activities. Future development or redevelopment projects that include components outside the scope of this EIR may be required to undergo additional CEQA review, if determined necessary.





Coastal Zone Boundary
Incentive District

0 300
Feet

Land Use Designations

- Coastal General Commercial - C-GC
- Coastal Light Industrial - C-LI
- Coastal Open Space - C-OS
- Coastal Residential High Density - C-RH
- Coastal Residential Mixed High Density & Transient Residential - C-RMHT
- Coastal Trans. & Utility - C-TU
- Coastal Dependent, Recreational & Visitor Serving Commercial - C-VC
- Civic Institutional - CI
- General Commercial - GC
- Medium Density - B Residential - MDB-R
- Special Commercial - SC
- Single Family Detatched Residential - SFD-R
- Urban High Density Residential - UHD-R

Footnote:
- Coastal land use designations are established in the LCP for the coastal zone

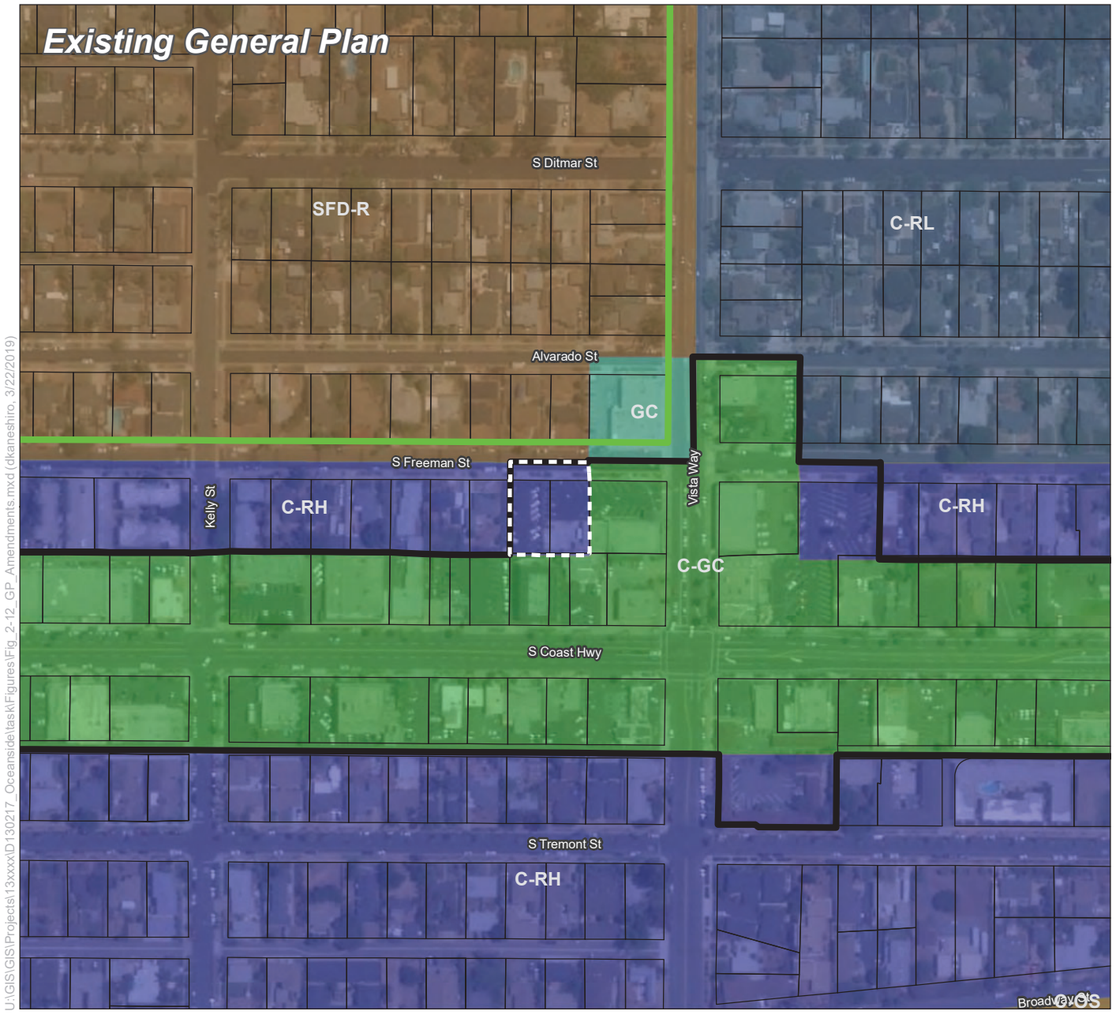
U:\GIS\GIS\Projects\13xxxx\D130217_Oceanside\task\Figures\Fig_2-11_GP_Amendments.mxd (dkaneshiro, 3/22/2019)

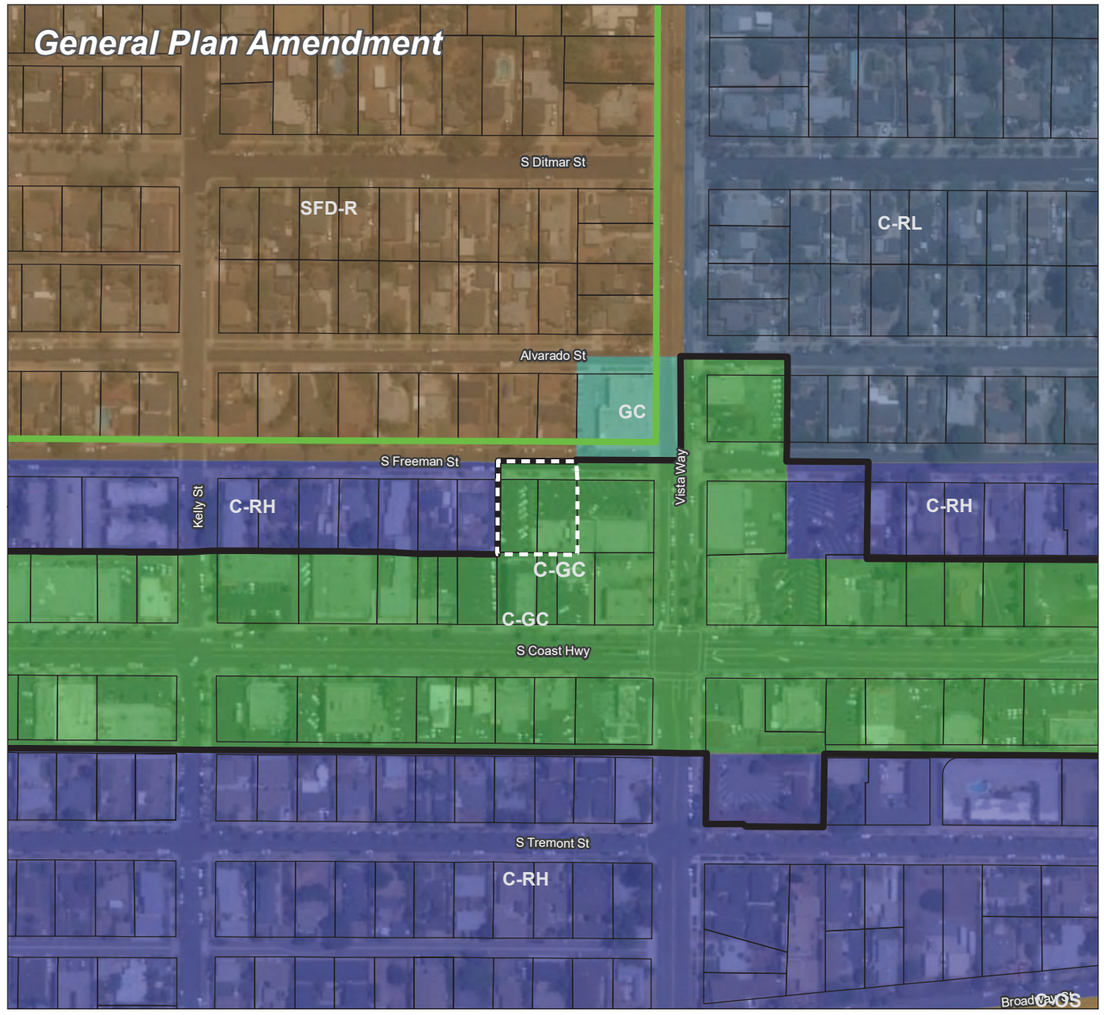
SOURCE: ESA, 2016; City of Oceanside 2016; NAIP, 2014

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-11

General Plan Map Amendments





Coastal Zone Boundary
Incentive District

Land Use Designations

- Coastal General Commercial - C-GC
- Coastal Open Space - C-OS
- Coastal Residential High Density - C-RH
- Coastal Residential Low Density - C-RL
- General Commercial - GC
- Single Family Detatched Residential - SFD-R

0 200
Feet

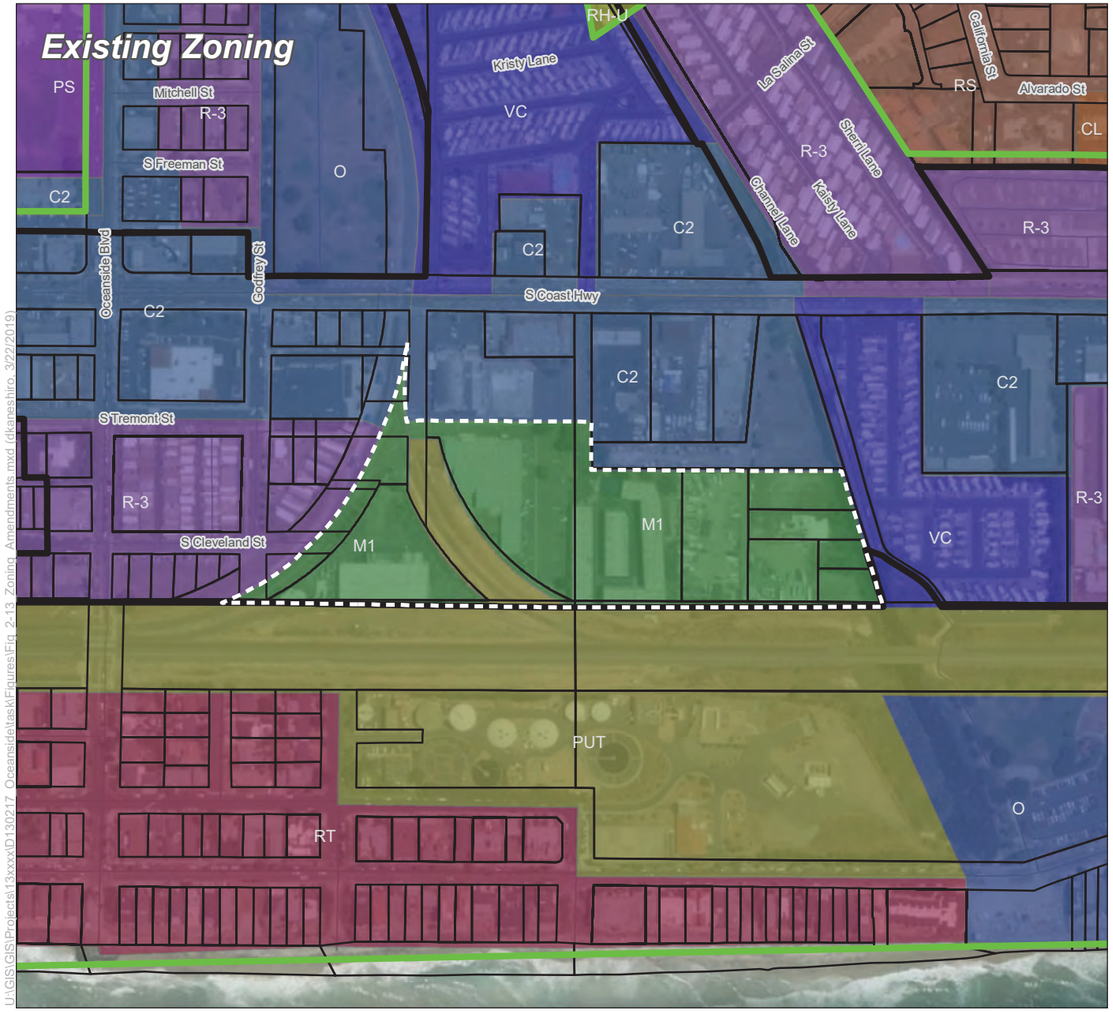
Footnote:
- Coastal land use designations are established in the LCP for the coastal zone

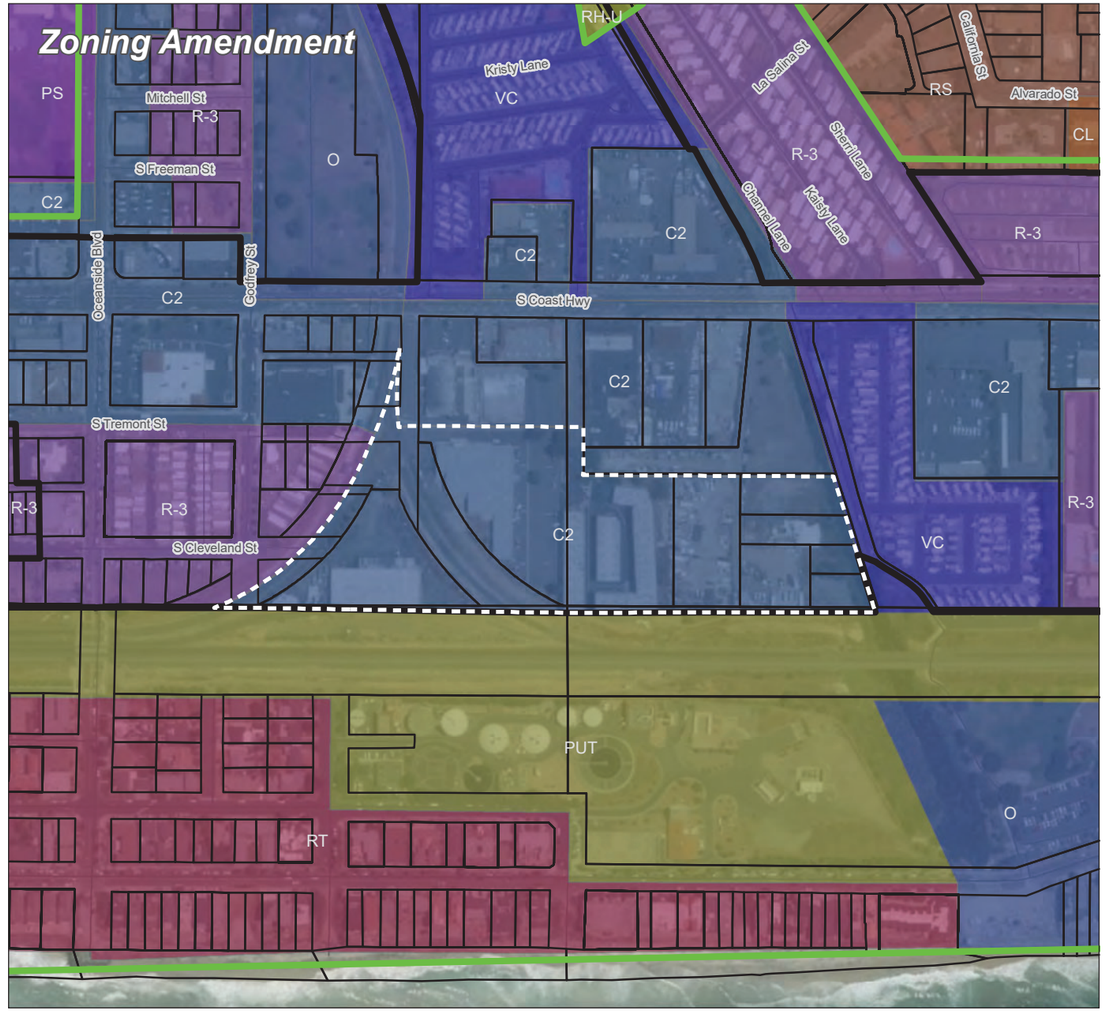
SOURCE: ESA, 2016; City of Oceanside 2016; NAIP, 2014

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-12

General Plan Map Amendments





Coastal Zone Boundary
Incentive District

Zoning Designation

- General Commercial - C2 (Coastal)
- Limited Commercial - CL (1992)
- Light Industrial - M1 (Coastal)
- Open Space - O (Coastal)
- Public and Semipublic - PS (1992)
- Public Utility transportation Zone - PUT (Coastal)
- Medium Density Residential - R-3 (Coastal)
- Urban High Density Residential - RH-U (1992)
- Single Family Residential - RS (1992)
- Residential Tourist - RT (1992)
- Visitor Commercial - VC (Coastal)

0 300
Feet

Footnote:
- Coastal refers to the Coastal Zone Ordinance for Coastal Area (1986 Zoning Ordinance)
- 1992 refers to the Inland Zoning Ordinance (1992 Zoning Ordinance) - not applicable to the proposed project
- Redevelopment refers to the Downtown Zoning Ordinance - not applicable to the proposed project

SOURCE: ESA, 2016; City of Oceanside, 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 2-13

Zoning Map Amendments

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2.6 Discretionary Actions

This EIR is intended to provide documentation pursuant to CEQA to cover the discretionary approvals that are required to implement the Coast Highway Corridor Study Project. Actions and approvals required from the City of Oceanside in association with the proposed project include, but are not limited to, those summarized in **Table 2-2**. Actions and approvals that may be required from other agencies for the proposed project are also summarized in Table 2-2.

TABLE 2-2
DISCRETIONARY ACTIONS REQUIRED FOR PROJECT APPROVAL

	Complete Streets Improvements	**Incentive District**
City Discretionary Approvals	• Certification of the Final EIR and adoption of the Mitigation Monitoring and Reporting Plan (MMRP) • General Plan Amendment to amend the Circulation Element to incorporate the Complete Streets improvements	• Certification of the Final EIR and adoption of the Mitigation Monitoring and Reporting Plan (MMRP) • General Plan Amendment to amend the Land Use Element to establish a Special Management Area inclusive of the Incentive District boundaries • Zoning Ordinance Amendment • Local Coastal Program Amendment
Approvals from Other Agencies	• State Water Resources Control Board (SWRCB) – National Pollutant Discharge Elimination System (NPDES) • Caltrans Encroachment Permit and/or Caltrans relinquish state right-of-way within Coast Highway	• Local Coastal Program Amendment Certification by California Coastal Commission.

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CHAPTER 3
Environmental Setting, Impacts, and Mitigation Measures

Format of the Environmental Analysis

The assessment of each environmental resource discussed in this chapter includes the following:

- Environmental Setting
- Regulatory Framework
- Impacts and Mitigation Measures
- References

Environmental Setting

According to CEQA Guidelines Section 15125, an EIR must include a description of the physical environmental conditions in the vicinity of the project as they exist at the time the notice of preparation is published. This environmental setting will constitute the baseline physical condition by which a lead agency determines whether an impact is significant.

Regulatory Framework

Where the project area falls within the jurisdiction of federal, state, and local regulatory agencies, the project proponent would be subject to the laws, regulations, and policies of those agencies. These regulations are intended to guide development and/or to reduce adverse effects on sensitive resources or offer general guidance on the protection of such resources. The regulatory framework sections summarize the laws, rules, and regulations that may apply to the project for each issue area. These rules may also set the standards (significance criteria or thresholds of significance, as described below) by which potential project impacts are evaluated.

Impacts and Mitigation Measures

The impacts and mitigation measures section presents the significance criteria against which potential impacts are evaluated and a discussion of potential impacts that would result from implementation of the proposed project. This EIR addresses impacts associated with each of the two components of the proposed project, the Complete Streets improvements and the Incentive District.

As defined by CEQA Guidelines Section 15064.7(a), thresholds of significance are identifiable quantitative, qualitative, or performance standards for a particular environmental effect.

Significance criteria against which impact assessments are based are included for each environmental resource in accordance with Appendix G of the CEQA Guidelines. Based on these criteria, significance determinations are assigned to each impact according to the following categories:

Significant and Unavoidable: Mitigation might be recommended, but impacts are still significant.

Less than Significant with Mitigation: Potentially significant impact but mitigated to a less than significant level.

Less than Significant: Mitigation is not required under CEQA.

No Impact: No adverse environmental effects would occur.

References

Sources relied upon for each environmental topic analyzed in this EIR are provided in Chapter 7, Acronyms, References, and Preparers.

3.1 Aesthetics

This section provides an assessment of potential impacts related to aesthetics that could result from project implementation. Potential impacts addressed in this section include substantial adverse effects on scenic vistas, damage to scenic resources within a state scenic highway, degradation of existing visual character, and creation of adverse sources of light or glare. Information used in this section is from the Coastal View Corridor Assessment prepared by the City of Oceanside for the proposed project (City of Oceanside 2018), which is included as Appendix B of this EIR.

3.1.1 Environmental Setting

Regional Setting

San Diego County encompasses 4,261 square miles and is characterized by varied topography including ocean, lagoons, mountains, and desert (County of San Diego 2011). The western side of the county is bordered by the Pacific Ocean and is primarily urban while the eastern side is composed of mountains, desert, and undeveloped backcountry.

The City of Oceanside is located in the coastal zone of northern San Diego County. The city encompasses approximately 42 square miles and is bounded by the Pacific Ocean to the west, Camp Pendleton to the north, the City of Vista and County of San Diego to the east, and the City of Carlsbad to the south. The city has approximately 4 miles of shoreline, including a public marina, a 2,000-foot pier, and public beaches (City of Oceanside 2017). Most of the city is developed, with eastern Oceanside characterized by single-family houses on curving streets and cul-de-sacs, intermixed with canyon and hillside open spaces. Park, commercial, and institutional (schools and churches) uses occur within and around the residential uses. Western Oceanside along the coast is characterized by a grid pattern of streets with single-family houses behind major commercial and mixed-use areas.

Existing Aesthetic Character

The proposed project is located in western Oceanside near the coast and extends approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the city's southern boundary. Generally, the project area is relatively flat and, given its proximity to the Pacific Ocean, has low elevations. While the topography of the project area varies from parcel to parcel, overall the project area gradually slopes to the south and the west.

The project area is located within urbanized downtown Oceanside and is bounded to the north by the San Luis Rey River and to the south by Buena Vista Lagoon. Loma Alta Creek, a concrete subgrade channel, bisects the central portion of the project area.

The project area is entirely developed with urban uses along both sides of Coast Highway, including single-family and multi-family residential, commercial, mixed-use, light industrial and public use space. Visually, street fronts are varied in their architectural style, composition, and mass. Generally, architectural styles represent 1970-era character. Existing buildings are generally of low mass and size, not exceeding 45 feet in height.

Figure 3.1-1 and **Figure 3.1-2** show representative public views of the project area, available to motorists, pedestrians, and bicyclists traveling along Coast Highway and its cross streets. As shown in these figures, Coast Highway is a fully developed public right-of-way (ROW), and currently operates with four travel lanes, two northbound and two southbound. Class II striped bicycle lanes and on-street parking are located intermittently along Coast Highway. Coast Highway does not include medians, and sidewalks have minimal landscaping.

Long-distance views are generally constrained by intervening development and urban landscaping. The project area's grid street pattern allows public views of the ocean from several vantage points, including most east-west streets along the coast. Public views of Oceanside Harbor and San Luis Rey River are available within the northern portion of the project area, and public views of Buena Vista Lagoon and open space are available within the southern extent of the project area.

Scenic Resources

The City's Local Coastal Program (LCP) states that the city's important aesthetic resources include views of the Pacific Ocean, the San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, and Oceanside Pier (City of Oceanside 1985). The western city's grid street pattern allows public views of the ocean from several vantage points, including most east-west streets along the coast. The LCP includes the View Corridors Map, which shows the aesthetic resources and view corridors of unobstructed views and partial views to these aesthetic resources in the coastal zone. However, it is important to note that since the View Corridors Map was created in 1985 as part of the City's LCP, and development within the areas has since been constructed, obstructing some view corridors. Thus, the map no longer accurately portrays the City's current visual resources in the coastal zone.

Coast Highway and Mission Avenue Looking West

Coast Highway and Missouri Avenue Looking North

SOURCE: ESA 2017

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.1-1

Representative Photos of the Project Area

Coast Highway and Kelly Street Looking North

Coast Highway and Eaton Street Looking South

SOURCE: ESA 2017

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.1-2

Representative Photos of the Project Area

The City is currently in the process of updating the LCP and will be updating the 1985 View Corridors Map to better reflect current conditions. To supplement the 1985 View Corridors Map and verify publicly accessible views of the ocean through the project area, this discussion relies on information provided in the Coastal View Corridor Assessment memorandum prepared by the City of Oceanside (City of Oceanside 2018) (refer to Appendix B of this EIR). The memorandum provides updated information related to the view corridors identified in the 1985 LCP including an assessment and ranking of the current quality of the view corridors. The ranking was based on the openness of the views to the aesthetic resources identified in the LCP. In addition, the memorandum identifies the locations where a roundabout is included in the proposed project.

Since the project area lacks substantial topographic relief, the vantage points selected for the Coastal View Corridor Assessment occur primarily along Coast Highway or just east of Coast Highway, as shown in **Figure 3.1-3.** As described in the memorandum, view corridors are characterized by the quality of their views as follows:

- Minimal – the ocean is not immediately discernible, the view does not extend laterally across the entire corridor (i.e. public right-of-way), and the public right-of-way does not extend through to the ocean.
- Limited – the view is significantly impeded by structures and/or other improvements and the view does not extend laterally across the entire corridor.
- Good – the view largely extends across the entire corridor and there are few impediments within the corridor.
- Exceptional – includes panoramic views and elevated vantage points.

Table 3.1-1 provides a summary of the of the view corridor analysis and is supplemented by photographs of existing conditions as presented in the Coastal View Corridor Assessment (refer to Appendix B).

TABLE 3.1-1
SUMMARY OF COASTAL VIEW CORRIDOR ASSESSMENT FOR THE DEIR (2018)

View Corridors	Ocean View Quality[1]	Impediments	Roundabout Proposed
Buena Vista Lagoon	None	Vegetation, railroad trestle, residential uses	No
Cassidy Street	Limited	Pedestrian bridge, railroad signals, street signage	Yes
Loma Alta Creek	Minimal	Landscape, railroad trestle	No
Oceanside Boulevard	Limited	Train signals, traffic signal, parked cars, vegetation, commercial uses	Yes
Eucalyptus Street	Minimal	Industrial uses, vegetation, power lines	Yes
West Street	Limited	Residential uses, power lines	Yes
Leonard Street	Limited	Residential uses, vegetation, power lines	Yes

View Corridors	Ocean View Quality[1]	Impediments	Roundabout Proposed
Wisconsin Avenue	Limited	Roadway orientation, commercial and residential uses, railroad signals, vegetation, parked cars	Yes
Minnesota Street	Minimal	Residential uses, vegetation, power lines	Yes
Washington Street	Minimal	Residential uses, vegetation, power lines	Yes
Missouri Street	Minimal	Residential uses, bicycle facilities, railroad improvements, street lighting, power lines, street signage	Yes
Michigan Street	Limited	Residential uses, vegetation	Yes
Topeka Street	Minimal	Residential uses, vegetation	Yes
Seagaze Street	Good[1]	Public parking, vegetation, street lighting, street signage	No
Mission Avenue	Good	Traffic signal, street signs, railroad signals, street lights, vegetation	No
Pier View Way	Good	Traffic signals, street signs, railroad signals, street lights, vegetation	No
Civic Center Drive	Minimal	Residential uses, vegetation	Yes
Sportsfisher Drive	Minimal	Residential uses, vegetation	Yes
Surfrider Way	Good	Vegetation, street signs	Yes
Windward Way	Minimal	Residential uses, vegetation	Yes
Neptune Street	Limited	Vegetation, street signage, power lines	Yes
Costa Pacifica	Good	Residential uses, railroad trestles, street median	No
San Luis Rey River -North	Exceptional	Residential uses and public uses, vegetation	No
San Luis Rey River- South	Exceptional	Residential and public uses, vegetation	No

Notes:
At the time the Coastal View Corridor Assessment for the DEIR memorandum was prepared, ocean views in this corridor were impacted by temporary construction trailers, fencing and heavy-duty vehicles. In addition, portions of the view corridor will be impeded by approved development (e.g. Lot 21 mixed-use, pier resort hotel) that has not yet been constructed.

SOURCE: City of Oceanside, 2018.

As shown in Table 3.1-1, most of the view corridors are characterized as having “limited” or “minimal” quality of views of the ocean where existing vistas are blocked or obstructed by existing structures or other impediments. Views along Seagaze Street, Mission Avenue, Pier View Way, Surfrider Way, and Costa Pacifica are characterized as having “good” quality views of the ocean. Existing public views at San Luis Rey River North and San Luis Rey River South are characterized as exceptional, providing elevated vantage points and panoramic views of the ocean, the San Luis Rey River, and the Harbor.

SOURCE:City of Oceanside; SanGIS

City of Oceanside Coast Highway Corridor Study . 130217

Figure 3.1-3
View Corridors

Scenic Highways

The California Department of Transportation (Caltrans) has designated three state scenic highways within the County of San Diego, including Highway 78 in Anza Borrego State Park, Highway 125 in La Mesa, and Highway 75 along the Silver Strand (Caltrans 2016). These highways are over 30 miles from the project area. Caltrans has also listed Interstate 5 (I-5) and State Route (SR) 76 as eligible for scenic designations. The northern portion of the project area is located west of and adjacent to I-5 and SR 76.

Light and Glare

Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances for motorists traveling in the area. Light spill is typically defined as the presence of unwanted light on properties adjacent to a property being illuminated. Existing sources of light are present in the project area include urban development along Coast Highway, passing vehicle headlights, and street lighting. The project area's lighting environment is considered typical of an urban commercial and residential area.

Glare is caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces or vehicle headlights. Perceived glare is the unwanted and potentially objectionable sensation experienced by a person looking directly or indirectly into the light source of a luminaire. Existing sources of glare in the project area include reflective building materials (e.g., windows) and passing cars along Coast Highway and the adjacent cross streets.

3.1.2 Regulatory Framework

Local

City of Oceanside Municipal Code – Lighting

The City's Municipal Code contains a number of development standards and procedures. Chapter 39 of the Municipal Code restricts the use of certain light fixtures emitting into the night sky that have detrimental effects on astronomical observation and research. This chapter consists of standards including lamp types allowed, shielding requirements, and hours of operation for certain lighting types. The requirements for lamp source and shielding of light emissions for outdoor light fixtures are included in **Table 3.1-2**.

TABLE 3.1-2
CITY OF OCEANSIDE LIGHTING STANDARDS

Lamp Type	Requirement
Class I – Color Rendition Important	
Low pressure sodium	Permitted
Other lights above 4050 lumens	Permitted
Other lights 4050 lumens or less	Permitted

Lamp Type	Requirement
Class II – Parking Lots, Roadways, Security	
Low pressure sodium	Permitted
Other lights above 4050 lumens	Prohibited
Other lights 4050 lumens or less	Permitted
Class III – Decorative	
Low pressure sodium	Permitted
Other lights above 4050 lumens	Prohibited
Other lights 4050 lumens or less	Permitted

SOURCE: Oceanside 2016.

City of Oceanside Local Coastal Program

The City's LCP outlines goals, policies, and programs to ensure appropriate development and land uses within the coastal area. The LCP states that the City's important natural aesthetic resources include the Pacific Ocean, the San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, and Oceanside Pier (City of Oceanside 1985).

Section 30251 of the LCP states,

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.*

The following LCP objectives and policies related to aesthetics are relevant to the proposed project:

Objectives: The City shall protect, enhance, and maximize public enjoyment of Costal Zone scenic resources.

The City shall, through its land use and public works decisions, seek to protect, enhance, and restore visual quality of urban environment.

Policy 1: In areas of significant natural aesthetic value, new development shall be subordinate to the natural environment.

Policy 3: All new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation.

Policy 4: The City shall maintain existing view corridors through public rights-of-way.

Policy 8: The City shall ensure that all new development is compatible in height, scale, color, and form with the surrounding neighborhood.

Policy 13: New development shall utilize optimum landscaping to achieve the following effects:

a) Accent and enhance desirable site characteristics and architectural features

b) Soften, shade, and screen parking and other problem areas

c) Frame and accent (but not obscure) coastal views

d) Create a sense of spaciousness, where appropriate

e) In areas where significant natural vegetation exists, replace, as appropriate, and develop areas with native drought-tolerant plants

City of Oceanside General Plan

The City of Oceanside's General Plan Land Use Element describes present and planned land use activity that has been designed to achieve the community's long-range objectives for the future (City of Oceanside 2002). The Land Use Element provides direction related to how future development will occur, such as the intensity/density and character of new development. The following goals and policies from the Land Use Element are relevant to the proposed project:

1.12 Land Use Compatibility

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

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

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

1.23 Architecture

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

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

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

2.24 Special Commercial: Scenic and Recreation Areas

Policy A: Commercial developments adjacent to scenic and recreational areas shall provide site design visually compatible with the surrounding open space environment. Development shall feature uses and facilities oriented towards providing support to the recreational or scenic activities of the area.

3.21 Scenic Open Areas

Policy A: The City shall encourage the preservation of significant visual open areas.

3.1.3 Impacts and Mitigation Measure

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would have a significant impact on aesthetics if it would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Impact Analysis

Issue 1: Would the project have a substantial adverse effect on a scenic vista?

There are several City-identified important scenic resources within the project area, including views of the Pacific Ocean, San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, and Oceanside Pier (City of Oceanside 1985). The western city's grid street pattern allows public views of the ocean from several vantage points, including most east-west streets along the coast. Most of the view corridors are characterized as having "limited" or "minimal" quality of views of the ocean where existing vistas are blocked or obstructed by existing structures or other impediments. Views along Seagaze Street, Mission Avenue, Pier View Way, Surfrider Way, and Costa Pacifica are characterized as having "good" quality views of the ocean. Existing public views at San Luis Rey River North and San Luis Rey River South are characterized as exceptional, providing elevated vantage points and panoramic views of the ocean, the San Luis Rey River, and the Harbor.

Complete Streets Improvements

Implementation of the Complete Streets improvements would reconfigure Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and construct intersection roundabouts, medians, and curb adjustments, all within the existing ROW. Construction equipment associated with these improvements may temporarily impede some scenic vistas, including public views toward the Pacific Ocean at the abovementioned intersections and views toward Oceanside Harbor, San Luis Rey River, and the Buena Vista Lagoon. These public views are currently experienced primarily by passing vehicles, pedestrians, and bicyclists. However, this effect on scenic vistas would be temporary in nature and highly localized, as equipment would be removed following the completion of construction. In addition, construction of the Complete Streets improvements would not occur all at once, but would be conducted segment by segment from the northern to the southern end of the project

area. Therefore, the larger visual character of the water bodies would not be significantly diminished.

Following the completion of construction, the proposed raised medians included in the Complete Streets improvements would be 2 feet in height and all other improvements (e.g. bike lanes, parking lanes, crosswalks) would occur at street level. The center of the roundabouts would include landscaping improvements consisting of low-lying shrubs and scattered palm trees (which are narrow in nature at street level). Public views of the ocean would remain visible through the landscaping and as one travels around the roundabout. Most of the roundabouts are proposed at intersections where the existing view corridors are characterized as having "minimal" or "limited" quality of views where existing views of the ocean at these locations are not immediately discernible and the views are significantly impeded or obstructed by existing structures and other improvements. The only exception is at Surfrider Way, which is characterized as having a "good" quality view with few existing impediments. However, existing impediments at Surfrider Way include an existing median consisting of low-lying shrubs, scattered palm trees and signs, which are similar in character to the proposed Complete Streets improvements. Therefore, implementation of the Complete Streets improvements would not substantially change the current visual character of this intersection and would not affect its designation as a "good" quality view corridor.

In addition, future improvements within the intersections would be subject to review by the City's Planning Department. The Planning Department would review future intersection improvements for compliance with a condition of approval that establishes design and location parameters that would avoid impacts to coastal views. Therefore, the proposed Complete Streets improvements would not substantially alter views of the project area or introduce structures that would be of sufficient height to block existing scenic vistas. Furthermore, the Complete Streets improvements would facilitate the use of roadways by bicyclists and pedestrians, thereby enhancing access to these existing scenic vistas by a larger range of persons. Impacts to scenic vistas from the proposed Complete Streets improvements would be less than significant.

Incentive District

Implementation of the Incentive District would encourage redevelopment, including the potential construction of commercial, mixed-use, and residential uses within the project area, which contains scenic vistas of the Pacific Ocean at the abovementioned Coast Highway intersections. These vistas are otherwise blocked by existing structures at street level. The southernmost portion of Coast Highway within the Incentive District has a view of the Buena Vista Lagoon, south of the intersection of Coast Highway and Vista Way.

Construction of future development within the Incentive District could temporarily interfere with some scenic vistas through the placement of construction equipment on future development sites, specifically on the west side of Coast Highway. However, obstructions of scenic views would be minimal, as equipment would be primarily within individual work areas and rarely be placed in within Coast Highway's ROW, where public scenic views of the ocean and Lagoon are available. In addition, construction equipment is temporary in nature and would be removed following the completion of construction.

Operation of the Incentive District would allow increased height of buildings in Nodal areas with discretionary approval up to a maximum of 65 feet, compared to the existing height limit of 45 feet. However, operation of new or expanded development would not occur within Coast Highway's ROW, and therefore would not block existing public scenic views toward the ocean or Buena Vista Lagoon. All other public views toward scenic resources are blocked by existing structures. Therefore, impacts to scenic vistas from implementation of the Incentive District would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 2: Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

The nearest highways to the project area include Coast Highway itself, and I-5 and SR 76, which are located west of and adjacent to the northern portion of the Complete Streets improvements. While I-5 and SR 76 are identified by Caltrans as being eligible for scenic designations, they are not officially designated as state scenic highways. Nevertheless, while located near the project area, motorists traveling on SR 76 would not be able to view the project area due to intervening topography and interference from its interchange with I-5. Motorists on I-5, however, would be able to look over the project area, although for a brief period of time and generally at high speeds. I-5 is only slightly elevated above project area, and motorists would not be provided with direct open views of the project area. In addition, views from I-5 would only look over the project area in the northern portion of the project, where only Complete Streets improvements would be constructed, which would only occur at ground level and would not create structures visible from I-5. Therefore, implementation of the proposed project would not affect the eligibility of I-5 or SR 76 to be formally designated as scenic in the future, and, as explained within Issue 1, the proposed project itself would not damage scenic vistas. Therefore, impacts related to damaging scenic resources within a state scenic highway would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: No impact

Issue 3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Complete Streets Improvements

Implementation of the Complete Streets improvements would reconfigure Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and construct intersection roundabouts, medians, and curb adjustments, all within the existing ROW. Construction activities associated with the proposed improvements could

temporarily alter the site's visual character through the introduction of construction equipment and materials, including temporary noise barriers where necessary and feasible (see Chapter 3.10, Noise and Vibration for more information regarding noise barriers); however, construction activities would be temporary in nature and all construction-related equipment and materials would be removed following completion. Noise barriers intended to reduce construction-related noise could temporarily interrupt the line of sight between construction equipment and public viewers, screening construction activities. Further, construction of the Complete Streets improvements would not occur all at once, but would be conducted segment by segment from the northern to the southern end of the project area.

Representative views were selected in order to analyze post-project views and the visual character of the project area. Analyzing all possible public views within the project area would not be feasible, nor is it necessary to understand the potential visual impacts that could result. Thus, two representative public views were chosen to portray existing and post-project views: Coast Highway and Oceanside Boulevard, and Coast Highway and Minnesota Avenue.

Post-project views of the Complete Streets improvements and the Incentive District at the intersection of Coast Highway and Oceanside Boulevard are shown in **Figure 3.1-4**. Within this public viewshed, the Complete Streets improvements would create a single traffic lane, a Class II striped bicycle lane, and on-street parallel parking in both directions.

A single-lane roundabout is proposed at this intersection, which would include landscaping at its center and pedestrian crosswalks. In addition, a raised and landscaped median would separate the northbound and southbound lanes. A landscaped curb adjustment would provide a bulbout to provide parking space and to slow traffic before entering the roundabout.

Post-project views of the Complete Streets improvements and the Incentive District at the intersection of Coast Highway and Minnesota Avenue are shown in **Figure 3.1-5**. Within this public viewshed, the Complete Streets improvements would create a single traffic lane, a Class II striped bicycle lane, and on-street parallel parking in both directions, within the existing ROW. A 2-foot-wide raised median is proposed to separate the northbound and southbound lanes. A crosswalk and signage would be located at the intersection. Landscaping improvements would be provided on the medians and sidewalks.

Following implementation, the Complete Streets improvements infrastructure would be consistent with the project site's existing character as a transportation corridor. Quality of the visual character of the transportation corridor would increase due to additional landscaping, creation of a visually interesting ROW, and increased use by pedestrian travel. While the visual change of Coast Highway due to the Complete Streets improvements would be evident, the visual character would not be degraded. Therefore, implementation of the Complete Streets improvements would be less than significant.

Existing View

Visual Simulation

SOURCE: ESA, 2017

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.1-4

Visual Simulation of Coast Highway and Oceanside Boulevard Looking North

Existing View

Visual Simulation

SOURCE: ESA, 2017

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.1-5

Visual Simulation of Coast Highway and Minnesota Avenue Looking North

Incentive District

The project area is located in a developed portion of Oceanside containing single-family and multi-family residential, commercial, mixed-use, light industrial, and public use space. Implementation of the Incentive District would encourage redevelopment, including the potential construction of commercial, mixed-use, and residential uses. Construction activities associated with redevelopment within the Incentive District would temporarily alter the Incentive District's visual character through the introduction of construction equipment and materials, including noise barriers where necessary and feasible; however, construction activities would be temporary in nature and all construction-related equipment and materials would be removed following completion. In addition, where necessary and feasible, noise barriers would block the line of sight between construction equipment and public viewers, screening construction activities. Further, construction of future projects within the Incentive District would not occur all at once, but would be conducted on a project-by-project basis.

Similar to the Complete Streets improvements analysis above, analyzing all possible public views within the project area would not be feasible, and thus two representative views were chosen: Coast Highway and Oceanside Boulevard, and Coast Highway and Minnesota Avenue.

Conceptual post-project views of potential future redevelopment on Coast Highway at Oceanside Boulevard are shown in Figure 3.1-4. This portion of the project area would be located within a Node planning area, allowing for an increase in the height of buildings from 45 feet to a maximum of 65 feet with discretionary approval, and increase in density from the current 43 dwelling units per acre to 63 dwelling units per acre.

While no specific redevelopment project is envisioned at this time in the Incentive District, the simulation provides a representative view with this higher elevation limit shown. As shown on Figure 3.1-4, the Incentive District would allow buildings to increase in height and density on both sides of Coast Highway, resulting in a continuous street front of similar massing, scale, and architectural style.

Conceptual post-project views of Coast Highway at Minnesota Avenue are shown in Figure 3.1-5. This portion of the Incentive District would be located within an Avenue planning area where the current 45-foot limit would remain. Avenue planning areas would include larger setbacks along primary frontages to allow for the visual appearance of wider parkways. Stand-alone multi-family residential uses would also be allowed within Avenue planning areas. While density and height limits would remain the same as existing conditions, redevelopment would cause a visual change due to changing land uses and architectural standards.

The Incentive District would encourage redevelopment through design criteria and development incentives to encourage high-quality development. As discussed in Chapter 2, Project Description, the Incentive District would provide form-based design and development standards to achieve the pedestrian scale and architectural variation advocated in the Vision Plan. Consistent with the overall ideas in the City's Vision Plan, the Incentive District would establish regulations intended to promote high-quality urban and architectural design and variability of massing and height, emphasizing the design of the interface between the private and public realms. General architectural standards within the Incentive District would include, but are not limited to, standards on pedestrian

paseos, lighting, raised terraces, large windows on storefronts, facades and frontages, and streetscaping. All of these are intended to improve the overall visual quality and character of the area.

Overall, the project area would remain developed, similar to current conditions. Although the visual character of the project area could change in some planning areas to allow increases in building heights and density, this would not degrade the visual character of the project area. The proposed Incentive District would hold future applicants to a higher architecture and design standard and create a more defined urban area that is intended to attract commercial and residential uses. Future development within the Incentive District would be required to comply with the City's Municipal Code, Local Coastal Program, and General Plan policies pertaining to visual character, and individual projects would be considered by the City for compliance with these overarching goals and standards. Therefore, as the Incentive District would be held to higher architectural standards, impacts related to the degradation of the project site's visual character or quality would be less than significant.

Mitigation Measures: No mitigation measures would be required.

Significance Determination: Less than significant

Issue 4: Would the project have a significant impact due to substantial light or glare which would adversely affect daytime or nighttime views in the area?

Complete Streets Improvements

Coast Highway is a transportation corridor, and thus contains cars, streetlights, and signs that emit light and glare during the day and night. Light and glare associated with construction equipment in the daytime is not expected to substantially exceed existing conditions. Construction activities would be limited to Monday through Saturday from 7:00 a.m. to 6:00 p.m., per City Code, and thus would not occur at night. Further, construction lighting would be required to comply with City Municipal Code regulations designed to reduce light pollution.

After the completion of construction, the proposed Complete Streets improvements would include bicycle lanes, crosswalks, on-street parking, and roundabouts. Some additional street lighting would be installed along Coast Highway, consistent with the City's Municipal Code regulations. While the project would introduce new lighting sources, there is already existing lighting typical of highly traveled streets within and adjacent to the project area. As they would occur in an existing transportation corridor, these improvements are not expected to generate or cause substantial amounts of additional light and glare within the project site compared to existing conditions, and are intended to enhance pedestrian safety and to be consistent with existing lighting. New lighting would be required to comply with the City's Municipal Code lighting requirements, which are designed to reduce light pollution. Therefore, impacts related to light and glare would be less than significant.

Incentive District

The project area is urban and developed in nature. Existing sources of light and glare on the project site include cars, streetlights, signs, and reflective building materials. Future development would not substantially add to the amount of light and glare present on site. In addition, the Incentive District includes development standards for lighting, including illumination for pedestrian safety, shielding requirements, and prohibition of high-pressure sodium and incandescent exterior lights, consistent with the City's existing Municipal Code regulations. All future development within the Incentive District would be required to comply with City Municipal Code Chapter 39, which includes design measures to prevent light pollution. Therefore, impacts related to substantial light and glare would be less than significant.

Mitigation Measures: No mitigation measures would be required.

Significance Determination: Less than significant

3.2 Air Quality

This section provides an assessment of potential impacts related to air quality that could result from project implementation. Potential impacts addressed in this section are related to applicable air quality plans or regulations, sensitive receptors, objectionable odors, and cumulatively considerable net increase of any criteria pollutants. The analysis in this section is based on the Air Quality and Greenhouse Gas Emissions Technical Report (ESA 2017) and the Supplemental Air Quality and Greenhouse Gas Emissions Technical Memorandum (ESA 2018), both included as Appendix C of this EIR.

3.2.1 Environmental Setting

Climate and Meteorology

The proposed project is located within the San Diego Air Basin (SDAB), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The SDAB is a 4,260-square-mile coastal plain that comprises the entire San Diego region, and is contiguous with the County boundary. The SDAB is geographically bounded by desert and mountain terrain to the north and east, Mexico to the south, and the Pacific Ocean to the west.

The topography in the San Diego region varies greatly, from beaches on the west to mountains and desert on the east, and is defined by mesa tops intersected by canyon areas. The topography in the San Diego region, along with local meteorology, influences the dispersal and movement of pollutants in the basin. The mountains to the east prevent dispersal of pollutants beyond them and help trap the pollutants in inversion layers.

Based on recent climate records from the Western Regional Climate Center (WRCC) monitoring station located in the City (Oceanside Marina [ID No. 046377]), the average annual maximum temperature in the region is approximately 67.6° F and the average annual minimum temperature is approximately 52.9° F.

In conjunction with the two characteristic onshore/offshore wind patterns, there are two types of temperature inversions (i.e., reversals of the normal decrease of temperature with height), which occur within the region that affect atmospheric dispersive capability and act to degrade local air quality. In the summer, an inversion at approximately 1,100 to 2,500 feet is formed over the entire coastal plain when the warm air mass over land is undercut by a shallow layer of cool marine air flowing offshore. The prevailing sunny days in the region further exacerbate smog by inducing additional adverse photochemical reactions. During the winter, a nightly, shallow inversion layer (usually at approximately 800 feet) forms between the cooler air at ground level and the warmer air above, which can trap air pollutants. The regional carbon monoxide (CO) concentrations are highest during the winter months.

The predominant onshore/offshore wind pattern is sometimes interrupted by “Santa Ana” conditions, when high-pressure systems over the Nevada-Utah area overcome the prevailing westerly winds, sending strong, steady, hot, and dry winds from the east over the mountains and out toward the Pacific Ocean. Strong Santa Ana winds tend to transport pollutants out over the ocean, producing clear days inland. However, at the onset or breakdown of these conditions, or if

the condition is weak, prevailing northwesterly winds strengthen and transport an air mass of contamination from the Los Angeles Basin to the SDAB.

Criteria Pollutants

The California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable or breathable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM10), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM2.5), and lead. The pollutants are referred to as "criteria air pollutants" since they are the most prevalent air pollutants known to be harmful to human health, and extensive health-effects criteria documents are available about their effects on human health and welfare. Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act (CAA). California has generally adopted more stringent ambient air quality standards for the criteria air pollutants and has adopted air quality standards for some pollutants for which there is no corresponding national standard. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for each of the monitored pollutants and their effects on health are summarized in **Table 3.2-1**. The NAAQS and CAAQS have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. A brief description of the health effects of regulated criteria air pollutants are provided below.

Ozone

O_3, the main component of photochemical smog, is primarily a summer and fall air pollution problem. O_3 is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds that are directly emitted, known as ozone precursors, which include reactive organic gases (ROGs), also known as volatile organic compounds (VOCs), and oxides of nitrogen (NO_X).

Carbon Monoxide

CO, a colorless and odorless gas, is a relatively nonreactive pollutant that is a product of incomplete combustion, mostly associated with motor vehicles. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. CO measurements and modeling were important in the early 1980s, when CO levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to the retirement of older vehicles, lower CO emissions from new vehicles, and improvements in fuels.

TABLE 3.2-1
AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	No National Standard	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO_X react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.07 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9 ppm	9 ppm		
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	0.1 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.03 ppm	0.053 ppm		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	No State Standard	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	No State Standard	0.03 ppm		
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m^3	150 µg/m^3	May irritate eyes and respiratory tract, decrease lung capacity, and contribute to cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m^3	No National Standard		
Fine Particulate Matter ($PM_{2.5}$)	24 hours	No State Standard	35 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO_X, sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3		
Lead (Pb)	30-Day Average	1.5 µg/m^3	No National Standard	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	Present source: lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	No State Standard	1.5 µg/m^3		
	Rolling 3-Month Average	No State Standard	0.15 µg/m^3		
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO_4)	24 hour	25 µg/m^3	No National Standard	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See $PM_{2.5}$.

NOTE: ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter.

SOURCE: CARB 2016.

Nitrogen Dioxide

NO_2 is a reddish-brown gas that is a by-product of the combustion processes. Motor vehicles and industrial operations are the main sources of NO_2. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NO_X, which are reported as equivalent NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component of brown clouds on high-pollution days, especially in conjunction with high O_3 levels.

Sulfur Dioxide

SO_2 is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant, mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SO_X).

Particulate Matter

PM_{10} and $PM_{2.5}$ consist of particulate matter (PM) that is 10 microns[1] or less in diameter and 2.5 microns or less in diameter, respectively. PM_{10} and $PM_{2.5}$ can be inhaled and cause adverse health effects. Acute and chronic health effects associated with high PM levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown an association between morbidity and mortality and daily concentrations of PM in the air. PM can also damage materials and reduce visibility. One common source of $PM_{2.5}$ is diesel exhaust emissions.

PM_{10} and $PM_{2.5}$ consist of PM emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural wind-blown dust), and PM formed in the atmosphere by condensation and/or transformation of SO_2 and ROG. Traffic generates PM emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by the burning of wood in residential wood stoves and fireplaces, and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes, such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH_3), NO_X, and SO_X.

Lead

Pb is a metal found naturally in the environment and present in some manufactured products. The proposed project would not generate Pb emissions; thus, Pb is not discussed further in this analysis.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance hazardous air pollutants (HAPs), are also used as indicators of ambient air quality conditions. A TAC is defined as an air

[1] A micron is one-millionth of a meter.

pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air mass; however, their high toxicity and/or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being PM from diesel-fueled engines (diesel PM) (CARB 2009a). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of diesel PM emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress, generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Project Area Quality

Ambient air quality in San Diego County is measured through a system of monitoring stations established at various locations throughout the County, operated by the SDAPCD. The station nearest to the city is the Camp Pendleton Station located at 21441 West B Street on Marine Corps Base Camp Pendleton, approximately 0.5 mile north of the project area, within the coastal zone, and considered most representative of the city's ambient air quality for the criteria pollutants. The latest available annual air quality data for this station, 2013 through 2015, are provided in **Table 3.2-2**. CO, SO_2, and PM_{10} are not measured at the Camp Pendleton Station, or any other monitoring station within the project area that is representative of the project area's air quality conditions. Therefore, measurements from these pollutants are not included in Table 3.2-2.

Both the CARB and USEPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and thereby initiate planning efforts for improvement. The three basic attainment designation categories are nonattainment, attainment, and unclassified. Unclassified is designated for an area that cannot be classified on the basis of available information as meeting or not meeting the standards. In addition, the California attainment designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. The current attainment status for the SDAB is provided in **Table 3.2-3**.

TABLE 3.2-2
AIR QUALITY DATA SUMMARY (2013–2015) FOR PROJECT AREA

Pollutant	Standard[a]	Monitoring Data by Year		
		2013	2014	2015
Ozone				
Highest 1-Hour Average (ppm)		0.08	**0.100**	**0.09**
Days over State Standard	0.09 ppm	0	1	1
Highest 8-Hour Average (ppm)		0.07	**0.08**	**0.08**
Days over National Standard	0.075 ppm	0	1	1
Days over State Standard	0.07 ppm	0	5	3
Carbon Monoxide d				
Highest 8-Hour Average (ppm)		*	*	*
Days over National Standard	9 ppm	*	*	*
Days over State Standard	9 ppm	*	*	*
Nitrogen Dioxide				
Highest 1-Hour Average (ppm)		0.081	0.060	0.060
Days over National Standard	0.1 ppm	0	0	0
Days over State Standard	0.18 ppm	0	0	0
Annual Average (ppm)		*	0.007	0.007
Days over National Standard	0.053 ppm	0	0	0
Days over State Standard	0.03 ppm	0	0	0
Sulfur Dioxide [d]				
Highest 24-Hour Average (ppm)		*	*	*
Days over State Standard	0.04 ppm	*	*	*
Particulate Matter (PM_{10}) [d]				
Highest 24-Hour Average ($\mu g/m^3$)[b]		*	*	*
Days over National Standard (measured)[c]	150 $\mu g/m^3$	*	*	*
Days over State Standard (measured)[c]	50 $\mu g/m^3$	*	*	*
Annual Average ($\mu g/m^3$)[b]	20 $\mu g/m^3$	*	*	*
Particulate Matter ($PM_{2.5}$) –				
Highest 24-Hour Average ($\mu g/m^3$)[b]		42.3	28.0	41.2
Days over National Standard (measured)[c]	35 $\mu g/m^3$	1	0	*
Annual Average ($\mu g/m^3$)[b]	12 $\mu g/m^3$	8.5	*	*

NOTES:
ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.
* = Insufficient data available to determine the value.

[a] Generally, state standards and national standards are not to be exceeded more than once per year.

[b] Concentrations and averages represent federal statistics. State and federal statistics may differ because of different sampling methods.

[c] Measurements are usually collected every 6 days. Days over the standard represent the measured number of days that the standard has been exceeded.

[d] Pollutant not monitored at air monitoring site representative of project area.

SOURCE: SDAPCD 2016a

TABLE 3.2-3
SAN DIEGO AIR BASIN ATTAINMENT STATUS

	Attainment Status	
Pollutant	**California Standards**	**Federal Standards**
O_3 – 1 hour	Nonattainment	No Federal Standard
O_3 –8 hours	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Attainment
PM_{10}	Nonattainment	Unclassified
$PM_{2.5}$	Nonattainment	Unclassified/Attainment
Pb	Unclassified/Attainment	Unclassified/Attainment

SOURCE: SDAPCD 2016b.

Sensitive Receptors

Air quality sensitive receptors are individuals who are considered more sensitive to air pollutants than others. The reasons for greater-than-average sensitivity may include pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air-quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because, in general, people are at their residences for extended periods of time, with greater exposure time to poor ambient air quality. Recreational uses are also considered sensitive due to the greater exposure to poor ambient air quality conditions because vigorous exercise associated with recreation places a high demand on the human respiratory system, resulting in inhaling more pollutants and aggravating respiratory conditions.

Sensitive receptors located in the project area include Oceanside High School, Saint Mary Star of the Sea Elementary and Middle School, Santa Margarita Elementary School, South Oceanside Elementary School, and Naval Hospital Camp Pendleton, all of which are within 0.5 mile from the project area. The nearest sensitive receptors include various single-family and multi-family residential homes adjacent to the Coast Highway corridor.

3.2.2 Regulatory Setting

The following discussion provides a summary of the regulations, programs, and plans associated with air quality related to the proposed project. Refer to Appendix C for a full description of the regulatory setting for air quality.

Federal

Clean Air Act

The principal air quality regulatory mechanism at the federal level is the CAA, and in particular, the 1990 amendments to the CAA and the NAAQS they establish. The NAAQS identify the maximum ambient (background) concentration levels of criteria pollutants that are considered to be safe, with an adequate margin of safety, to protect public health and welfare. As discussed previously, the criteria pollutants include O_3, CO, NO_2 (which is a form of NO_X), SO_2 (which is a form of SO_X), PM_{10}, $PM_{2.5}$, and Pb.

The CAA also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The CAA Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. USEPA's primary role at the state level is to oversee the state air quality programs. USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

State

California Air Resources Board

CARB, a department of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California by administering the SIP. Its primary responsibility lies in ensuring implementation of the 1989 Amendments to the California Clean Air Act (CCAA), responding to the federal CAA requirements, and regulating emissions from motor vehicles sold in California. CARB also sets fuel specifications to further reduce vehicular emissions.

The CCAA established CAAQS, and a legal mandate to achieve these standards by the earliest practical date. CAAQS apply to the same criteria pollutants as the federal CAA, and also include sulfates, visibility reducing particulates, hydrogen sulfide and vinyl chloride. CAAQS are also generally more stringent than the NAAQS.

CARB is also responsible for regulations pertaining to TACs. The Air Toxics "Hot Spots" Information and Assessment Act was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. Assembly Bill (AB) 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release.

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled

commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008, CARB also approved the Truck and Bus regulation to reduce PM and NO_X emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection [h]). The requirements were amended to apply to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. This regulation is phased over 8 years, starting in 2015, and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this regulation would meet or exceed the 2010 engine emission standards for NO_X and PM by 2023.

In addition to limiting exhaust from idling trucks, CARB also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449). Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with large fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019. Full compliance is required by 2023 in all equipment for large and medium fleets and by 2028 for small fleets.

Title 24, Building Standards Code and California Green Building Standards Code

The California Energy Commission first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce criteria pollutant emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer criteria pollutant emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. When the CALGreen Code went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, the

CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and nonresidential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.

Renewables Portfolio Standard

On April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard, which mandates that a set proportion of the state's energy be generated using renewable sources (e.g., solar, wind, hydroelectric), to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015) further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 was signed into law on October 7, 2015.

Regional

Sustainable Communities Strategies

In October 2015 the San Diego Association of Governments (SANDAG) adopted the 2015 Sustainable Communities Strategies (SCS), which builds on the previous 2011 SCS and directs investments within existing urbanized areas to encourage growth within existing higher-density urban boundaries and discourages urban and suburban sprawl. Elements of the 2015 SCS that have been implemented include the completion of bicycle and pedestrian projects and the expansion of transit with new rapid bus service. The goals of the 2015 SCS include increasing the number of homes and jobs near transit, reducing transit travel time, and achieving economic benefits due to reduced congestion and the construction of transportation infrastructure, as well as reducing air pollutant emissions.

San Diego Air Pollution Control District

SDAPCD is the agency responsible for protecting the public health and welfare in the SDAB through the administration of federal and state air quality laws and policies. Included in SDAPCD's tasks are the monitoring of air pollution, the preparation of the County's portion of the SIP, and the promulgation of rules and regulations. The SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the SDAB; this list of strategies is called the San Diego Regional Air Quality Strategy (RAQS) (SDAPCD 2009). The rules and regulations include procedures and requirements to control the emission of pollutants and prevent significant adverse impacts.

The following SDAPCD rules and regulations apply to new construction:

- Regulation IV: Prohibitions; Rule 50: Visible Emissions. Specifies standards for the discharge of any air contaminant other than uncombined water vapor, except as otherwise provided in Section (b) of the Rule.

- 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.
- 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.
- Regulation IV: Prohibitions; Rule 67.0: 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.
- Regulation XII: Prohibitions, Rule 1200: Toxic Air Contaminants. Requires stationary sources to be equipped with applicable toxic best available control technology (BACT) if the maximum incremental cancer risk is found to be greater than one in one million. With implementation of applicable BACT's, SDAPCD allows an incremental cancer risk less than ten in one million. According to SDAPCD's *New Source review Requirements for Best Available Control Technology (BACT) Guidance Document* (SDAPCD 2011), the following applicable BACTs would apply to the project in respect to off-road construction equipment:
  - California use clean diesel fuel and turbocharger, low-temperature aftercooler, and retardation of fuel injection timing 4 degrees from manufacturer's specification, USEPA or CARB certified engine and PCV filter.

The RAQS contains six transportation control measures that are consistent with program commitments made in the 2007 Regional Transportation Plan (RTP) and the 2006 Regional Transportation Improvement Program (RTIP) adopted and implemented by SANDAG. The six RAQS transportation control measures relate to: (1) transit improvements; (2) vanpools; (3) high-occupancy vehicle (HOV) lanes; (4) park-and-ride facilities; (5) bicycle facilities; and (6) traffic signal improvements. SDAPCD's Indirect Source Program, adopted by the District Board in December 1997, consists of ongoing outreach and assistance to local governments, land developers, and neighborhood groups to reduce vehicle trips and associated emissions through voluntary land use and street design improvements (i.e., "smart growth") (SDAPCD 2009).

SDAPCD provides ongoing technical assistance to SANDAG on programs to encourage smart growth. SDAPCD has also conducted public workshops and other forms of public outreach focused on improving the conditions for pedestrians, bicyclists, and transit.

Local

City of Oceanside General Plan

The City of Oceanside's General Plan Environmental Resource Management Element and Circulation Element include goals and policies to improve the air quality conditions within the city. The following goals and policies from the Environmental Resource Management Element

(City of Oceanside 2002) and Circulation Element (City of Oceanside 2012) are relevant to the proposed project:

Environmental Resource Management Element

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the healthy, safety, and welfare of present and future generations.

Air Quality

1. Cooperate with County, State, and federal agencies in continuing programs of air quality improvement.

2. The City will continue to cooperate with the San Diego County Air Pollution Control Board. This will include the participation in the development of the Regional Air Quality Strategy (RAQS) through cooperation with the San Diego County Air Quality Planning Team.

Circulation Element

Bicycle Facilities

Goal 2: Make bicycling a viable mode choice in an effort to reduce congestion, improve air quality, and provide residents and visitors with public health and recreational benefits.

Intelligent Transportation System Technologies

Objective ii: Improve air quality and reduce greenhouse gas emissions through traffic signal optimization and the use of advance signal control technologies.

3.2.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact on air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
4. Expose sensitive receptors to substantial pollutant concentrations.
5. Create objectionable odors affecting a substantial number of people.

Criteria Pollutants

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 requiring the preparation of air quality impact assessments (AQIA) for permitted stationary sources. The SDAPCD sets forth quantitative emission thresholds below which a source would not have a significant impact on ambient air quality. It does not provide PM_{10} and $PM_{2.5}$ thresholds. Because SDAPCD does not provide PM_{10} or $PM_{2.5}$ thresholds, this analysis also considers the San Diego County guidelines, which provide screening thresholds for these pollutants (County of San Diego 2007). Project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in **Table 3.2-4** would be exceeded.

TABLE 3.2-4
SCREENING LEVEL THRESHOLDS

Pollutant	Mass Daily Thresholds (lbs/day)	Mass Annual Thresholds (tons/year)
Oxides of Nitrogen (NO_X)	250	40
Reactive Organic Gases (ROG)	75	12.5
Respirable Particulate Matter (PM_{10})	100	15
Fine Particulate Matter ($PM_{2.5}$)	55	10
Oxides of Sulfur (SO_X)	250	40
Carbon Monoxide (CO)	550	100

SOURCE: SDAPCD 1998; County of San Diego 2007.

Carbon Monoxide Hotspots

Areas where CO concentrations exceed the NAAQS and/or CAAQS have been found to occur where signalized intersections operate at or below a level of service (LOS) E (i.e., congested intersections) with peak-hour trips exceeding 3,000 trips. Therefore, as a screening level analysis, a project that would cause an intersection to be degraded to below LOS D and would have peak-hour trips greater than 3,000 trips could have a potentially significant impact. If the screening level analysis determines a potentially significant impact, more detailed technical analyses are typically required, specifically local CO dispersion modeling.

Toxic Air Contaminants Health Risks

According to the County Guidelines and SDAPCD's Regulation XII: Prohibitions, Rule 1200: Air Contaminants, an incremental cancer risk greater than one in one million without implementation of BACTs, or greater than ten in one million with the application of BACTs, is a significant impact (SDAPCD 2015). In addition, a health hazard index greater than 1 would be deemed as having a potentially significant impact.

Impact Analysis

Issue 1: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

The SDAPCD RAQS is the regional air quality plan that is applicable to the project area. The RAQS contains rules and regulations that are implemented by the SDAPCD to help the SDAB meet the clean air standards required by federal and state law. The RAQS relies on projected growth in the County, as well as information on mobile, area, and other sources of emissions obtained from CARB and SANDAG to project future emissions within the County. Based on these emissions, reduction strategies are determined to reduce emissions in order to achieve or maintain attainment with state and federal standards. CARB mobile source emissions projections and SANDAG growth projections are generally based on the applicable General Plans (of the incorporated cities within the County and the County itself for unincorporated areas). Therefore, projects that propose development consistent with the applicable General Plan would be consistent with the RAQS and the SIP. If the project's growth exceeds the projections anticipated in the applicable General Plan, then it would conflict with the RAQS and the SIP.

The Complete Streets improvements are a permitted use under the County's General Plan. Additionally, implementation of the Complete Streets improvements is not expected to result in population growth. Therefore, this component of project would be consistent with the growth projections accounted for in SDAPCD's RAQS, and it would not conflict with or obstruct implementation of the RAQS. Impacts would be less than significant.

Construction emissions associated with the individual development projects that would occur under the Incentive District would be required to comply with CARB emission standards for off-road diesel construction equipment, which would minimize exhaust emissions of PM_{10}, $PM_{2.5}$, and NO_X. The new development anticipated under the Incentive District would be consistent with the growth and development potential under the City's existing General Plan land use regulations and could occur under current conditions, and thus would be consistent with the SDAPCD's RAQS. However, it is expected that with implementation of the Incentive District development might be encouraged such that growth and/or new land uses could occur more quickly than under current conditions.

For these reasons, neither the Complete Streets improvements nor the development projects anticipated under the Incentive District would conflict with, or obstruct, implementation of the RAQS and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance after Mitigation: Less than significant

Issue 2: Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Complete Streets Improvements

The Complete Streets improvements would involve the conversion of the Coast Highway corridor from four lanes to two lanes, and phased construction of 12 new roundabout intersections, all of which are currently signalized, with the exception of the intersections with Washington Avenue, West Street, and Kelly Street, which currently are stop-sign controlled (IBI 2018). Construction activities associated with the project would generate pollutant emissions from the following construction activities: demolition, site preparation, grading, and utility trenching; construction workers traveling to and from project area; delivery and hauling of construction supplies to, and debris from, the project area; fuel combustion by on-site construction equipment; facilities construction; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary depending on the intensity and types of construction activities occurring simultaneously.

For the analysis of construction-period impacts for the Complete Streets improvement, the City of Oceanside estimated an inventory of the equipment that would be used during the peak day for each of the construction phases (e.g., demolition, site preparation, etc.). Using this data, the peak daily emissions of criteria air pollutants and O_3 precursors associated with the Complete Streets roadway improvements worst-case construction scenario was modeled. The results of this analysis are provided in **Table 3.2-5**.

As shown in Table 3.2-5, the maximum daily construction emissions generated by the Complete Streets improvements worst-case construction scenario would not exceed SDAPCD's daily thresholds for any criteria pollutants during any of the construction phases. Because construction activities would likely be lower than the maximum daily levels shown on most days, and would be intermittent throughout the year, the annual construction emissions generated by the Complete Streets improvements worst-case construction scenario would also not exceed SDAPCD's annual thresholds. Therefore, the construction phase emissions of associated with the Complete Streets improvements project component would be less than significant.

Operation of the Complete Streets improvements is not expected to result directly in an increase in emissions. According to the traffic impact analysis (TIA) prepared for the project (IBI 2018), the Complete Streets improvements are not expected to result in any net increases in vehicle trips when compared to existing baseline conditions. Therefore, operation of the Complete Streets improvements would result in no impacts.

TABLE 3.2-5
COMPLETE STREETS IMPROVEMENTS CONSTRUCTION EMISSIONS

	Estimated Maximum Daily Emissions (lbs/day)					
Construction Activities	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Demolition	6	51	42	<1	3	3
Site Prep (Vegetation Grubbing/Clearing)	3	39	23	<1	2	1
Site Grading	3	33	22	<1	2	1
Utility Trenching	2	17	13	<1	1	1
Facilities Construction	4	40	29	<1	3	2
Facilities Construction and Paving [a]	9	83	62	<1	5	4
Maximum Daily Emissions	9	83	62	<1	5	4
SDAPCD Thresholds	75	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

[a] Includes the sum of daily emissions from the construction phases Building Construction, Paving, and Architectural Coating, because these phases have the potential to overlap on the same day during the overall construction period. Consequently, the sum of these daily emissions represents the maximum daily emissions during the construction period; therefore, it is used as comparison to the SDAPCD screening-level thresholds.

SOURCE: ESA CalEEMod Modeling, August 2016; SDAPCD 1998; County of San Diego 2007.

Incentive District

Construction of Projects Implemented under the Incentive District

Future project-specific construction activities that would occur as a result of the Incentive District would cause temporary, short-term emissions of nonattainment air pollutants in the SDAB—specifically, O_3 precursors (i.e., VOCs and NO_X), and PM_{10} and $PM_{2.5}$—as a result of construction activities, including: (1) grading, excavation, road building, and other earth moving activities; (2) travel by construction equipment and employee vehicles, especially on unpaved surfaces; (3) exhaust from construction equipment, trucks, and worker vehicles; (4) architectural coatings; and (5) asphalt paving. Information regarding the size, duration, and construction requirements of specific development projects would be required in order to quantify impacts associated with the construction activities of these individual projects. However, what is known at this time is that the construction of potential future projects under the Incentive District would be required to comply with applicable State and SDAPCD air quality regulations, including CARB's on-road and off-road vehicle rules on idling limits; NO_X, PM_{10}, and $PM_{2.5}$ exhaust standards; and SDAPCD Rules 55 and 51 (Fugitive Dust and Nuisance) that limit fugitive dust emissions. Additionally, the maximum residential density in the Incentive District would allow for 63 dwelling units per acre. Retail and commercial uses would also be allowed within the Incentive District.

Individual development projects could exceed the SDAPCD thresholds specified for daily emissions of criteria air pollutants (see Table 3.2-4). Thus, even with compliance with these rules and regulations, future construction activities associated with the land uses permitted by the

Incentive District would have the potential to contribute substantially to an existing or projected air quality violation. Therefore, this impact would be potentially significant.

Operation of Projects Developed under the Incentive District

In addition to construction-period effects, potential development projects under the Incentive District would result in mobile source emissions generated by vehicle trips from future development and population growth. Information regarding specific development projects, trip generation, and locations of sensitive receptors in relation to potential future projects would be needed in order to quantify the level of impact associated with operational activities. As this level of detail is not available at this time, it would be speculative to estimate such emissions, and a detailed analysis is not possible.

Future development projects that could occur as a result of adoption of the Incentive District would generate long-term operational emissions of nonattainment air pollutants in the SDAB, including O_3 precursors (i.e., VOCs and NO_X), PM_{10}, and $PM_{2.5}$, as a result of normal day-to-day activities. Future development that could result through adoption of the Incentive District could result in an increase in overall area density. However, the new buildings would be built to meet or exceed Title 24 standards. According to the California Energy Commission (CEC), the Title 24 (2016) standards, which are effective January 1, 2017, result in approximately 28 percent less energy consumption for residential and 5 percent less energy consumption for nonresidential lighting, heating, cooling, ventilation, and water heating compared to the previous Title 24 (2013) standards. It is expected that future updates to the Title 24 standards would result in increased energy efficiency. The next iteration of the Title 24 standards are anticipated in 2019; however, estimated energy consumption reduction from these future standards are not yet known or available.

The California Public Utilities Commission (CPUC) has also designed the Zero Net Energy (ZNE) Action Plan to make new residential and commercial construction in California zero net energy by 2030 in order to meet the state's greenhouse gas goals. The ZNE Action Plan's key milestones are achieved by improving and expanding Title 24 standards, providing incentives, mandating carbon benchmarking and labeling, and developing performance data.

It is not possible to accurately predict the increased level of energy efficiency associated with future updates to the Title 24 standards. Furthermore, Title 24 only regulates a portion of a building's energy use primarily related to lighting, heating, cooling, ventilation, and water heating; therefore, is it not possible to estimate how future Title 24 standards would affect the overall energy profile of a building. It is reasonable to expect that future buildings built as a result of adoption of the Incentive District would replace less-energy-efficient buildings and result in improved energy efficiency on a per-dwelling-unit or per-square-foot basis. Nonetheless, buildout of future development projects that could occur as a result of adoption of the Incentive District could result in increased overall density, which may result in an overall increase in building energy emissions. Similarly, with increased density, population may increase as a result of adoption of the Incentive District and result in increased overall evaporative emissions (i.e., VOCs) from consumer products and architectural coatings.

The TIA (2018) for the project evaluates daily per capita vehicles miles traveled (VMT) for 2008 base-year conditions and for 2035 both with and without project implementation. Future year 2035 with project conditions would be approximately 6.33 VMT per capita, compared to the 2008 model base year of 6.56 VMT per capita (IBI 2018). Future year 2035 conditions without the project would be approximately 7.02 VMT per capita (IBI 2018). Thus, project implementation would reduce VMT per capita compared to the 2008 model base year and future no project conditions by approximately 4 percent and 10 percent, respectively. Therefore, the project would result in increased transportation efficiency on a per-capita basis relative to the 2008 model base year and future year 2035 no project conditions, and would reduce per capita mobile source emissions. This reduction in per-capita VMT is supportive of per-capita VMT reduction efforts in the SANDAG 2050 RTP and SCS.

Per-capita emissions of mobile source exhaust pollutants (from vehicles), in particular VOC, NO_X, and CO, are expected to decline in future years relative to existing conditions due to improved vehicle emission standards and fuel economy standards that have been adopted by the USEPA and State of California (i.e., emissions standards through vehicle model year 2025). Under current USEPA standards, by vehicle model year 2025, passenger cars and light-duty trucks are required to achieve 54.5 miles per gallon (if emissions reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 emissions per mile. According to the USEPA, a model-year 2025 vehicle would emit approximately one-half of the GHG emissions from a model-year 2010 vehicle (USEPA 2012). Nonetheless, future development that could occur as a result of adoption of the Incentive District could result in an increase in the total amount of VMT due to increased overall density, which may result in an overall increase in mobile source emissions despite the improved transportation efficiency and per-capita emissions reductions expected from increasingly stringent vehicle emissions standards. For these reasons, the operation of projects developed under the Incentive District would result in a potentially significant impact.

Mitigation Measures:

MM Incentive District AIR-1a: Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual development projects proposed under the Incentive District shall comply with the following land preparation, excavation, and/or demolition mitigation measures during construction activities:

- All soil excavated or graded should be sufficiently watered to prevent excessive dust. Watering should occur with complete coverage of disturbed soil areas. Watering should be a minimum of twice daily on unpaved/untreated roads and on disturbed soil areas with active operations.
- All clearing, grading, earth moving and excavation activities should cease: (a) during periods of winds greater than 20 mph (averaged over 1 hour as measured by an on-site anemometer or an off-site anemometer that is representative of the construction area), if disturbed material is easily windblown, or (b) when visible dust plumes impact public roads, occupied structures, or neighboring property.

- Vehicles traveling over unpaved roadways shall be limited to 15 miles per hour or less. Signs shall be posted at construction sites identifying the maximum speed limit.
- All trucks hauling dirt, sand, soil, or other loose material shall be covered or maintain at least 2 feet of freeboard, in accordance with the requirements of California Vehicle Code (CVC) Section 23114.
- If more than 5,000 cubic yards of fill material will be imported or exported from the site, all haul truck access points shall be equipped with a gravel pad, rumble pad, or similar control to reduce vehicle trackout.
- Adjacent streets with visible dust, dirt, sand, or soil material accumulation shall be cleaned and the accumulated material removed using street sweepers.
- Stockpiles of soil or other fine loose material shall be stabilized by watering, covered with tarp, or other appropriate method to prevent wind-blown fugitive dust.
- Where acceptable to the local fire department, weed control should be accomplished by mowing instead of digging, thereby, leaving the ground undisturbed and with a mulch covering.
- Locate construction staging areas away from sensitive receptor areas, such as schools, to the extent practicable.
- Minimize the free drop height of excavated soil during batch-drop operations (i.e., earthwork with front-end loader or backhoe) so that the generation of dust is limited to the immediate area around the truck bed or storage pile.
- Install project landscaping in appropriate areas as soon as construction in an area is complete to minimize exposed soils.

MM Incentive District AIR-1b: Prior to the issuance of a grading or building permit, whichever is required to be obtained first, individual proposed projects shall comply with the following construction equipment mitigation measures:

- Construction equipment, on-road trucks, and emission control devices shall be properly maintained and tuned in accordance with manufacturer specifications.
- Construction contractors shall be required to comply with California's on-road and off-road vehicle emissions regulations, including the CARB idling restrictions and the USEPA/CARB on-road and off-road diesel vehicle emissions standards, as required by 13 CCR, Sections 2485, 2025(h), and 2449.
- Off-road diesel-powered construction equipment greater than 50 hp (e.g., excavators, graders, dozers, scrappers, tractors, loaders, etc.) shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB such as certified Level 3 Diesel Particulate Filter or equivalent. A copy of each unit's certified BACT documentation and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- Route construction trucks away from sensitive receptor areas.
- Where available, use electricity from power poles rather than temporary diesel or gasoline powered generators.

MM Incentive District AIR-1c: Construction contractors shall ensure that interior architectural coatings have a maximum of 10 grams per liter of VOC for both residential and commercial development.

MM Incentive District AIR-2: Prior to the issuance of a building permit, individual development projects proposed under the Incentive District regulations shall comply with the following mitigation measures:

a. Provide direct pedestrian and bicycle access from any Incentive District residential development with a density of four or more residences per acre and in any mixed-use or commercial development to the public right-of-way. Low-, medium-, and high-density Incentive District developments shall provide curbs and sidewalks all public street frontages. Curbs and sidewalks shall also be provided on both sides of all internal streets, unless an equivalent or superior pedestrian path is provided within the development.

b. For medium- to high-density residential, mixed-use, or commercial developments in the Incentive District area where transit services exist but no transit stop is located within 0.5 mile of the development site, or where transit service does not exist and the development project is within a transit district's sphere of influence, development projects shall provide plans indicating locations of bus turnouts and loading areas with shelters that are acceptable to the local transit provider.

c. Promote the expanded use of renewable fuel and low-emission vehicles by including one or both of the following project components: preferential parking for ultra-low emission, zero-emission, and alternative-fuel vehicles; and/or electric vehicle supply equipment within the development that meets or exceeds the Tier 1 standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

d. Development projects shall be required to reduce energy consumption by designing buildings that meet or exceed the Tier 1 building energy budget standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

e. Development projects shall be required to reduce water consumption by installing water-efficient fixtures, appliances, toilets/urinals, and landscape irrigation systems that meet or exceed the Tier 1 standards in the current 2016 Title 24 and 2016 California Green Building Standards. Nothing in this measure shall supersede an individual development

project's legal responsibility to meet the applicable mandatory minimum requirements of the version of the Title 24 and California Green Building Standards in effect at the time of building permit issuance.

f. Development projects shall promote transportation demand management principles such as peak hour trip reduction, staggered work hours, ride sharing, telecommuting, and the use of public transportation or other measures, as appropriate.

Significance after Mitigation: Assuming implementation of **MM Incentive District AIR-1a through AIR-1c**, a maximum of 63 dwelling units per acre, and up to 30,000 square feet of retail development per acre, the following development could occur simultaneously and result in less-than-significant impacts (i.e., emissions below the daily emissions thresholds)[2]:

- Up to six 1-acre lots
- Up to three 2-acre lots
- Up to one 5-acre and four 1-acre lots
- Up to one 5-acre lot and two 2-acre lots
- Up to two 5-acre lots

However, development exceeding these levels would likely result in emissions above the daily thresholds resulting in short-term emissions of nonattainment air pollutants which would result in a significant contribution to existing or projects air quality violations. While **MM Incentive District AIR-1a through AIR-1c** represent feasible measures to reduce potential impacts associated with construction, impacts would not be reduced to a less-than-significant level. Additional feasible measures cannot be developed without knowing the exact timing or location of the construction projects. Because there is no way to accurately predict the intensity of development projects under the Incentive District or their implementation timing, this impact is considered significant and unavoidable.

Issue 3: Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The proposed project is located within the SDAB, which is considered the cumulative study area for air quality. Because the SDAB is currently classified as a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$, cumulative development consisting of the project along with other reasonably foreseeable future projects in the SDAB as a whole could violate an air quality standard or contribute to an existing or projected air quality violation. However, based on the county's guidelines regarding cumulative air quality impact methodology, the county recommends that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, SOx, PM_{10}, and $PM_{2.5}$) that exceed the screening level thresholds for project-specific impacts, it would also

[2] Since the average lot size is between 1 and 2 acres, the analysis focused on 1 and 2 acres with a maximum of 5 acres as an outside development size.

result in a cumulatively considerable net increase of these criteria pollutants for which the project region (SDAB) is in nonattainment under an applicable federal or state ambient air quality standard.

Complete Streets Improvements

As shown in Table 3.2-5, the construction emissions associated with the Complete Streets improvements would not exceed SDAPCD's screening level thresholds. Operation of the Complete Streets improvements is not expected to result directly in an increase in emissions. Thus, because the project's construction-period and operational impacts would be less than significant, the project would not result in a significant cumulative impact when considered with other past, present, and reasonably foreseeable projects. Furthermore, the Complete Streets improvements would also be consistent with SDAPCD's RAQS. The project would not conflict with SDAPCD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations. Therefore, impacts would be less than significant on a cumulative basis.

Incentive District

Implementation of the Incentive District would generate pollutant emissions from construction and operation of potential future development under the Incentive District. Future development that could occur as a result of adoption of the Incentive District could result in an increase in density or in the total amount of VMT relative to existing conditions, which may result in an overall increase in building and mobile source emissions, despite the improved energy and transportation efficiency and emissions reductions expected from buildings and mobile sources meeting increasingly stringent energy efficiency and vehicle emissions standards.

Mitigation Measures:

MM Incentive District AIR-1a–c and **MM Incentive District AIR-2** shall be required.

Significance after Mitigation: **MM Incentive District AIR-1a–c** and **MM Incentive District AIR-2** would reduce construction and operational emissions from future development that could occur as a result of adoption of the Incentive District. However, detailed information regarding individual development projects within the Incentive District is not currently available. Thus, it cannot be determined with certainty that the above measures would reduce impacts to a less-than-significant level. Additional feasible measures beyond the mitigation identified above cannot be developed without knowing the exact nature of the proposed developments, including but not limited to the types and sizes of the proposed uses and associated trip generation rates. Development under the Incentive District would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment. Therefore, impacts would be significant and unavoidable.

Issue 4: Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

The two primary emissions of concern regarding health effects for land development projects are diesel PM and CO. Separate discussions are provided below analyzing the potential for sensitive receptors to be exposed to CO hotspots and TACs from on-site sources during project construction and operations.

Carbon Monoxide Hotspots

A project would expose sensitive receptors to substantial pollutant concentrations if it places sensitive receptors near CO hotspots or creates CO hotspots near sensitive receptors. The project would result in a significant impact if the intersection improvements and realignment of trips associated with the Complete Streets improvements result in CO emissions that, when added to ambient concentrations, would exceed a 1-hour concentration of 20 parts per million (ppm) or an 8-hour average of 9 ppm. For purposes of this analysis, the project is compared to a screening level for the intersection improvements associated with the Complete Streets improvements. If the intersection improvements do not exceed the screening levels, then they would be assumed to not exceed the 1- or 8-hour standards. However, if the intersection improvements degrade the LOS below D (change from LOS D to E or E to F) with peak hourly traffic flows of greater than 3,000 vehicles, impacts would be potentially significant.

The existing plus project peak-hour conditions were evaluated against the screening level thresholds. Study area intersections that project implementation would degrade to below LOS D during the PM peak hour are shown in **Table 3.2-6**.

TABLE 3.2-6
TRAFFIC INTERSECTIONS LEVEL OF SERVICE – EXISTING + PROJECT

Intersection (Numbering per IBI 2018)	Peak Hour	Existing LOS	Existing + Project LOS	Peak Hourly Flow
27. Coast Highway - Oceanside Boulevard	AM	C	A	**1,191**
	PM	D	F	**2,551**
35. Coast Highway – Cassidy Street	AM	A	A	**926**
	PM	B	F	**1,991**

SOURCE: IBI 2018.

As shown in Table 3.2-6, at intersections for which the LOS changes from D or better to F during the PM peak-hour would have a peak hourly flow of 2,551 vehicles, which is below the screening level of 3,000 vehicles. Thus, the Complete Streets improvements would not expose sensitive receptors to substantial concentrations of CO. Therefore, the impact is less than significant.

In addition to the different roadway configurations, the traffic analysis conducted for the project accounts for different land use conditions in the Future 2035 with Project scenario. This scenario accounts for the Complete Streets improvements and the development and/or redevelopment that may occur under the Incentive District. As shown in **Table 3.2-7**, the intersections with LOS changes to E or F during the peak AM or PM hours would not result in peak hourly flow

exceeding 3,000 vehicles during the peak hour. Thus, the Complete Streets improvements and the development and/or redevelopment that may occur under the Incentive District would not expose sensitive receptors to substantial concentrations of CO. Therefore, the impact is less than significant.

TABLE 3.2-7
TRAFFIC INTERSECTIONS LEVEL OF SERVICE – FUTURE (2035) + PROJECT

Intersection (Numbering per IBI 2018)	Peak Hour	Future Conditions without Project LOS	Future Conditions + Project LOS	Peak Hourly Flow
4. Coast Highway & Surfrider Way	AM PM	B B	A F	1,208 2,354
6. Coast Highway & Pier View Way	AM PM	B A	A E	796 2,049
15. Seagaze Street & Ditmar Street	AM PM	A D	A E	503 1,358
21. Coast Highway & Wisconsin Avenue	AM PM	B C	A F	1,070 2,136
26. Oceanside Boulevard & Tremont Street	AM PM	B F	B E	573 1,035
27. Coast Highway & Oceanside Boulevard	AM PM	C C	B F	1,313 2,762
29. Coast Highway & Morse Street	AM PM	B C	B F	1,272 2,447
35. Coast Highway & Cassidy Street	AM PM	B C	A F	1,187 2,539
42. Vista Way & Ditmar Street	AM PM	D F	D F	1,624 2,873

SOURCE: IBI 2018.

Complete Streets Improvements

Toxic Air Contaminants

Construction of the Complete Streets improvements would result in short-term emissions of diesel PM, which is a TAC. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 70 years. The exhaust of off-road heavy-duty diesel equipment would emit diesel PM during demolition, site preparation (e.g., clearing), site grading and excavation, paving, installation of utilities, materials transport and handling, facility construction, and other miscellaneous activities. SDAPCD has not adopted a methodology for analyzing such impacts and has not recommended that health risk assessments (HRA) be completed for construction-related emissions of TACs.

According to the Office of Environmental Health Hazard Assessment, carcinogenic health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 30-year residential exposure period; however, such assessments should be limited to

the period or duration of activities associated with the project. The construction period for the Complete Streets project component would be much less than the 30-year period used for risk determination. Because off-road heavy-duty diesel equipment would be used only for short periods, project construction would not expose sensitive receptors to substantial emissions of TACs. Therefore, this impact would be less than significant.

Incentive District

Toxic Air Contaminants

Construction-related activities occurring under the Incentive District could result in the emission of TACs, affecting nearby sensitive receptors. The primary TACs that could be emitted during construction would be diesel PM from construction equipment exhaust. Diesel PM is emitted by heavy equipment operations during grading, excavation, and transportation activities. Health risks from carcinogenic TACs are usually described in terms of cancer risk. Cancer risk is the likelihood that a person exposed to concentrations of TACs over 30 years or more would contract cancer, based on the use of standard risk-assessment methodology. Diesel PM also represents a chronic health hazard from exposures of a year or more.

The construction period for the potential development and redevelopment of an individual project as result of adoption of the Incentive District would be much less than the 30-year period used for risk determination for residential exposures. Because off-road heavy-duty diesel equipment would be used only for short time periods of generally 1 to 2 years for typical development projects, project-level construction during future development projects would typically not expose sensitive receptors to substantial emissions of TACs that exceed the established significance thresholds. However, given the potential amount of development associated with implementation of the Incentive District it is reasonable to assume that on a programmatic level some large-scale construction activities that generate TAC emissions exceeding the established significance thresholds could occur near sensitive receptors, thereby potentially resulting in significant impacts.

In addition, potential development and redevelopment under the Incentive District would generally result in an increase in density in the project corridor, and it is possible that sensitive uses could be located near sources of TAC emissions within the distances specified in the CARB advisory recommendations (see **Table 3.2-8**). For these reasons, impacts related to operational TAC emissions would be considered potentially significant when considering the various development projects that could be constructed under the Incentive District.

TABLE 3.2-8
CARB RECOMMENDATIONS ON SITING NEW SENSITIVE LAND USES

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	• Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).

	• Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points
Dry Cleaners using Perchloroethylene	• Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). • A 50-foot separation is recommended for typical gas dispensing facilities.

SOURCE: California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective (2005).

Mitigation Measures:

MM Incentive District AIR-3: Prior to the issuance of a grading or building permit, whichever is required first, individual development projects proposed under the Incentive District shall comply with the following requirements:

a. Projects locating sources of TAC emissions near sensitive receptors within the advisory guideline recommendations in the CARB *Air Quality and Land Use Handbook* (or future adopted subsequent document) shall conduct a health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible. The types of projects that would be required to comply with this measure and more detail on the required features and recommendations are provided in Table 9 (CARB Recommendations on Siting and New Sensitive Land Uses).

b. Projects requiring the use of diesel-fueled heavy-duty construction equipment that generates on-site emissions of 1 pound or more per day of diesel particulate matter for a period of 6 months or more within 500 feet of sensitive receptors shall conduct a health risk assessment to sufficiently demonstrate that impacts would not exceed the adopted significance thresholds inclusive of project-level design features, as appropriate and feasible.

Significance after Mitigation: Less than significant with mitigation

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Issue 5: Would the proposed project create objectionable odors affecting a substantial number of people?

Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Neither the Complete Streets improvements nor the Incentive District would include such land uses.

During construction, exhaust from equipment and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses, and would not affect a substantial number of people. Furthermore, odors associated with construction would be temporary and intermittent in nature.

For these reasons, the proposed project would not result in objectionable odors for the neighboring uses and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

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3.3 Biological Resources

This section provides an assessment of potential impacts related to biological resources that could result from project implementation. Potential impacts addressed in this section are related to special status species, riparian habitat, federally protected wetlands, wildlife corridors, conflicts with tree preservation ordinances or policies, and conflicts with adopted Habitat Conservation Plans or Natural Community Conservation Plans. The analysis in this section is based on the Biological Technical Report (BTR) (ESA 2017) that was prepared for the proposed project, which is included in Appendix D of this EIR. The BTR includes a more detailed description of the regulatory framework applicable to the project, literature review, and field survey methodology. The BTR evaluates biological resources and impacts for a larger Incentive District review area and additional study intersections. These project impact review areas were subsequently reduced to the currently proposed project area that is analyzed in this section.

3.3.1 Environmental Setting

Regional and Local Setting

The project is located within the City of Oceanside in northern coastal San Diego County, part of the Southern California Coast ecoregion. The area is characterized by a Mediterranean-like climate with mild, wet winters and hot, dry summers with brief periods of drought (CDFW 2015).

The local setting is largely developed, with major land uses that include residential, commercial, and industrial development. The project area is bounded on the north by the San Luis Rey River and on the south by the Buena Vista Lagoon, with Loma Alta Creek running through the center. These waterways are all areas of high ecological value within the region. Local topography ranges from flat to hilly, with relatively gentle slopes overall and steeper slopes along the San Luis Rey River and along bermed portions of a rail line that runs within the Incentive District.

Biological Surveys

An assessment of biological resources was conducted within the Incentive District and a buffer of 300 feet around the Complete Streets improvements (hereinafter referred to the biological survey area, or BSA). The assessment was conducted through a review of existing data for the BSA, followed up with a reconnaissance-level survey for biological resources conducted on August 26, 2016, to assess the potential for sensitive biological resources to occur.

The review of existing data included the following resources:

- California Natural Diversity Database special-status species occurrence records within one mile of the BSA
- U.S. Fish and Wildlife Service (USFWS)-designated critical habitat and federally threatened and endangered species locations
- California Native Plant Society rare plant records

- San Diego Association of Governments (SANDAG) SanBios Database
- North County Multiple Habitat Conservation Plan (MHCP) (SANDAG 2003)
- 2010 City of Oceanside Subarea Plan (City Subarea Plan)
- USFWS National Wetlands Inventory of wetlands and deep water habitats
- U.S. Geological Survey National Hydrography Dataset
- California Coastal Commission coastal zone boundaries

The reconnaissance-level survey included vegetation mapping, an assessment of habitat suitability for special-status species, and an assessment of potential jurisdictional resources. No protocol or focused special-status species surveys were conducted for the project.

Existing Biological Resources

Vegetation Communities and Land Cover Types

The following discussion of vegetation communities and land cover types is summarized from the BTR; refer to Appendix D for a full description of the vegetation communities and land cover types, and their location within the BSA relative to the Complete Streets improvements and the Incentive District.

Land cover within the BSA is predominantly Urban/Developed. Vegetation communities and cover types present within the BSA are described below based on the Draft Vegetation Communities of San Diego County (Oberbauer et al. 2008).

The Complete Streets improvement area is entirely Urban/Developed. The 300-foot buffer surrounding the Complete Streets improvement area includes the following vegetation communities and other land cover types: Coastal Freshwater Marsh, Brackishwater Estuary, Non-Native Riparian, Non-Vegetated Floodplain, Non-Vegetated Channel, Diegan Coastal Sage Scrub, Disturbed, and Urban/Developed.

The Incentive District includes the following vegetation communities and other land cover types: Coastal and Valley Freshwater Marsh, Emergent Wetland, and Non-Vegetated Channel, Disturbed, and Urban/Developed.

Jurisdictional Wetlands and Waters

No potential jurisdictional wetlands or waters occur within the Complete Streets improvements project area; however, jurisdictional wetlands and waters are present within a 50-foot buffer of the Complete Streets improvements and within the Incentive District. The project area is also within the coastal zone, an area regulated by the California Coastal Commission.

Potential jurisdictional resources within the Complete Streets improvements buffer include the channels and associated wetland/riparian habitats of the San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Lagoon. Potential jurisdictional resources within the Incentive District include Loma Alta Creek and Slough and marsh associated with Buena Vista Lagoon.

The San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Lagoon represent National Hydrography Dataset blue-line streams and all are considered impaired waterbodies by the U.S. Environmental Protection Agency. As direct tributaries to the Pacific Ocean, these streams and their associated wetlands are under the jurisdiction of the U.S. Army Corps of Engineers (USACE) and the San Diego Regional Water Quality Control Board under Clean Water Act Sections 401 and 404. These features are also under the jurisdiction of the California Department of Fish and Wildlife under California Fish and Game Code Section 1602.

Special-Status Species

No USFWS-designated critical habitat is present within the BSA and no special-status species are expected to occur in the Complete Streets improvements area due to its developed nature. A total of 11 special-status plant species and 10 special-status wildlife species have potential to occur within the Complete Streets improvements buffer and/or Incentive District, as addressed in more detail in the BTR in Appendix D.

Wildlife Movement and Habitat Linkages

Overall, the highly developed/urbanized nature of the project area limits its potential to support wildlife movement or habitat linkages. Outside of the project area, but within the BSA, there are limited areas with native habitat that can function as wildlife corridors. East-west linkages, primarily along narrow riparian corridors, are important to maintaining ecological balance in these lagoon and marsh ecosystems by allowing access by larger predators, especially coyotes (SANDAG 2003). Small islands of native habitat can also be important as resting areas for migrating or dispersing birds traveling over developed areas to larger patches of native habitat.

Within the BSA, the MHCP identifies corridors along the San Luis Rey River (at the northern end of the project area), Loma Alta Creek and Slough (in the middle of the project area), and Buena Vista Lagoon (on the southern end of the project area) as linear swaths of native habitat available to wildlife for movement/dispersal. The MHCP identifies the potential for wildlife corridor use via ranking of composite habitat values. The San Luis Rey River corridor has a ranking of very high while the north side of Buena Vista Lagoon is ranked as low. Terrestrial mammals and birds cross under Coast Highway at these locations to access the habitat east and west of the project area. These areas are also noted as Focused Planning Areas (FPAs) within the City Subarea Plan, primarily as Hardline Areas requiring 90% to 100% conservation. Outside of these riparian corridors, the remainder of the BSA is precluded from use for wildlife movement due to the developed nature of the majority of this area.

The City Subarea Plan does not identify wildlife corridor planning zones or gnatcatcher corridor constrained areas within the BSA (City of Oceanside 2010). However, a regional gnatcatcher corridor is identified directly adjacent and to the northeast of the BSA on the opposite side of Interstate 5. A small sliver of this corridor overlaps the BSA over the Interstate 5 freeway; however, being within a major freeway, this portion of the corridor is non-functional for gnatcatcher use and was likely included only because the corridor was mapped at a broad scale.

3.3.2 Regulatory Setting

The following regulatory setting is summarized from the BTR; refer to Appendix D for a full description of the regulatory setting for biological resources.

Federal

Endangered Species Act (USC, Title 16, Sections 1531 through 1543)

The federal Endangered Species Act (FESA) and subsequent amendments provide guidance for the conservation of endangered and threatened species and the ecosystems upon which they depend. In addition, the FESA defines species as threatened or endangered and provides regulatory protection for listed species. The FESA also provides a program for the conservation and recovery of threatened and endangered species as well as the conservation of designated critical habitat that the USFWS determines is required for the survival and recovery of these listed species.

Migratory Bird Treaty Act (16 USC 703 through 711)

The Migratory Bird Treaty Act (MBTA) is the domestic law that affirms, or implements, a commitment by the United States to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests occupied by migratory birds during the breeding season. The MBTA makes it unlawful to take, pursue, molest, or disturb these species, their nests, or their eggs anywhere in the United States.

Federal Clean Water Act (33 USC 1251 through 1376) Sections 401 and 404 – Waters of the United States

The Clean Water Act (CWA) provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters. Section 401 requires a project operator to obtain a federal license or permit that allows activities resulting in a discharge to waters of the United States to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. Section 404 establishes a permit program administered by USACE that regulates the discharge of dredged or fill material into waters of the United States, including wetlands.

State

California Endangered Species Act – California Fish and Game Code Section 2050 et seq.

The California Endangered Species Act (CESA) establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. For projects that would affect a listed species under both the CESA and the FESA, compliance with the FESA would satisfy the CESA if the California Department of Fish and Wildlife (CDFW) determines that the federal incidental take authorization is "consistent" with the CESA under California Fish

and Game Code Section 2080.1. For projects that would result in take of a species listed under the CESA only, the project operator would have to apply for a take permit under Section 2081(b).

California State Fish and Game Code Section 1602

Under this section of the California Fish and Game Code, the project operator is required to notify CDFW prior to any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake.

California Fully Protected Species

California fully protected species are described in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species. The CDFW is unable to authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

California State Fish and Game Code Sections 2080 and 2081

Section 2080 of the California Fish and Game Code states that "No person shall import into this state [California], 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 [State Fish and Game Commission] determines to be an endangered species or threatened species, or attempt any of those acts, except as otherwise provided in this chapter, or the Native Plant Protection Act, or the California Desert Native Plants Act."

California State Fish and Game Code Sections 3503, 3503.5, 3513, and 3800

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3800 of the California Fish and Game Code affords protection to all nongame birds, which are all birds occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds. Section 3513 of the California Fish and Game Code upholds the MBTA by prohibiting any take or possession of birds that are designated by the MBTA as migratory nongame birds except as allowed by federal rules and regulations promulgated pursuant to the MBTA.

Clean Water Act, Section 401

Under Section 401 of the CWA, the local Regional Water Quality Control Board (RWQCB) (for this project, the San Diego RWQCB) must certify that actions receiving authorization under Section 404 of the CWA also meet state water quality standards. The RWQCB requires projects to avoid impacts to wetlands if feasible and requires that projects do not result in a net loss of wetland acreage or a net loss of wetland function and values. Compensatory mitigation for impacts to wetlands and/or waters of the state is required.

Porter-Cologne Water Quality Control Act

The RWQCB also has jurisdiction over waters deemed "isolated" or not subject to Section 404 jurisdiction under the *Solid Waste Agency of Northern Cook County v. USACE* decision. Dredging, filling, or excavation of isolated waters constitutes a discharge of waste to waters of

the state and prospective dischargers are required to obtain authorization through an Order of Waste Discharge or waiver thereof from the RWQCB and comply with other requirements of Porter-Cologne Act.

Local

North County Multiple Habitat Conservation Program

The MHCP is a comprehensive, multiple jurisdictional planning program designed to create, manage, and monitor an ecosystem preserve in northwestern San Diego County. The MHCP subregion encompasses the seven incorporated cities of northwestern San Diego County, including the City of Oceanside. While not yet formally adopted, the *Final Oceanside Subarea Plan* (City Subarea Plan) has been implemented since 2010. The project has been evaluated against the provisions of the City Subarea Plan as currently drafted. Within the BSA, the San Luis Rey River corridor includes hardline and softline areas within the FPA. Buena Vista Lagoon is also considered a hardline area of the FPA. The remainder of the project area, including Loma Alta Creek, is outside of the FPA.

City of Oceanside General Plan

The Environmental Resource Management Element of the City of Oceanside General Plan provides the following goal and objective that applies to vegetation and wildlife habitats.

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

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

3.3.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact on biological resources if it 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 Wildlife 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, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

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.

Impact Analysis

Issue 1: Would the proposed project have a substantial adverse effect, either directly or through habitat modifications on plant and wildlife species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?

Complete Streets Improvements

Migratory birds (including raptors) and several special-status wildlife species have the potential to occur within the Complete Streets improvements area and/or buffer, and could be impacted by the project as a result of tree removal and/or construction noise during the breeding season. Migratory birds may nest in trees located along the area planned for the Complete Streets improvements. If trees with nesting birds were to be removed direct mortality to individuals or eggs could occur, which would be considered a significant impact. Based on the primarily urban/developed nature of the area surrounding the project area, migratory birds potentially nesting along Coast Highway currently have some degree of tolerance for human presence and noise. While these migratory birds might have a degree of tolerance for human presence and noise, migratory birds could nest in trees adjacent to intersections where roundabouts and other physical improvements are proposed to be constructed, which could result in a significant impact to breeding activities due to construction-related noise.

Special-status wildlife species that have the potential to occur within the Complete Streets improvements area and/or buffer include two-striped garter snake, California least tern, light-footed Ridgway's rail, white-faced ibis, burrowing owl, southern California rufous-crowned sparrow, coastal California gnatcatcher, least Bell's vireo, western yellow bat, pocketed free-tailed bat, and San Diego black-tailed jackrabbit. No direct impacts to two-striped garter snake, California least tern, light-footed Ridgway's rail, white-faced ibis, burrowing owl, southern California rufous-crowned sparrow, coastal California gnatcatcher, least Bell's vireo, western yellow bat, pocketed free-tailed bat, or San Diego black-tailed jackrabbit would occur because the physical construction activities associated with the Complete Streets improvements (restriping, roundabouts, bulbouts, streetscape enhancements, and street lighting) would only impact urban/developed areas where these species are not expected to occur.

No indirect impacts related to noise or other factors are expected to occur because only restriping activities would occur within 100 feet or less of potential habitats for these species, with the

exception of physical construction activities south of Vista Way which may include physical construction activities such as curb extensions, minor landscaping, new wheelchair access ramps, and a median island refuge. These activities may generate noise above baseline levels at a distance of less than 300 feet from potential habitat for light-footed Ridgeway's rails, resulting in a potentially significant impact to this special-status species.

Western yellow bats may occur within skirted palm trees within the Complete Streets improvements area. Removal of skirted palm trees, if required for roundabout installation, may result in direct western yellow bat mortality or disturbance of maternity roosts, and would be considered a significant impact.

No direct impacts to rare plants are expected because the physical construction activities associated with the Complete Streets improvements (restriping, roundabouts, bulbouts, streetscape enhancements, and street lighting) would only impact urban/developed areas where rare plants are not expected to occur. No indirect impacts to rare plants are expected because the Complete Streets improvements adjacent to potential habitat for rare plants (San Luis Rey River Crossing and Buena Vista Lagoon) would only involve restriping, which would not generate sedimentation, dust, or runoff into adjacent areas.

Incentive District

Migratory birds (including raptors) have the potential to occur within the Incentive District area and could be impacted by future development during the breeding season. Removal of trees with nesting birds could result in direct mortality to individuals or eggs, which would be considered a significant impact. Construction noise could also result in a significant impact to breeding activities.

Special-status wildlife species that have the potential to occur within the Incentive District include burrowing owl, white-faced ibis, California least tern, Ridgway's rail, western yellow bat, and pocketed free-tailed bat. White-faced ibis and California least tern have a low potential to forage in the western portion of Loma Alta Creek; however, indirect impacts to foraging activity resulting from development within the Incentive District are expected to be less than significant because the creek provides low quality habitat and is not located in close proximity to breeding colonies for these species. Western burrowing owls have a low potential to occur within the disturbed areas south of Vista Avenue and north of Loma Alta Creek. These areas only provide small isolated pockets of habitat and there are no known breeding populations or recent records in the vicinity, thus burrowing owls are not expected to breed or reside at these locations and may only occur as stopover or transient visitors. Therefore, no significant impacts to this species are expected.

Indirect impacts to light-footed Ridgway's rail related to noise during construction activities would occur within 300 feet or less of potential habitats for these species located at Buena Vista Lagoon. Noise above baseline levels during the breeding season at a distance of less than 300 feet would be considered a potentially significant impact to this special-status species.

Pocketed free-tailed bats and western yellow bats have a low potential to forage or roost within the Incentive District, but direct and indirect impacts to these species would be less than significant because the developed habitat with ornamental landscaping that is available within the Incentive District is ubiquitous in the region. Western yellow bats also have the potential to have maternity roosts within palm trees within the Incentive District and could be directly impacted by palm tree removal.

Future projects implemented under the Incentive District have the potential to directly impact special-status plants where potential habitat for these species occurs within the Incentive District within the disturbed areas along the rail line, north of Loma Alta Creek, and south of Vista Way. Indirect impacts could also result from activities adjacent to habitat due to the introduction or spread of invasive species that compete with special-status plants or the generation of construction-related runoff, sedimentation, or dust that could degrade potential habitat.

Mitigation Measures:

MM Complete Streets BIO-1: Tree removal shall take place outside of the migratory bird breeding season (February 15 through August 31). If avoidance is not feasible and tree removal is required during the avian breeding season, the following measures shall be followed:

a. A nesting bird survey of trees planned for removal and within 300 feet of construction activities shall be conducted by a qualified avian biologist no more than 1 week prior to commencement of tree removal activities. A qualified avian biologist refers to a person with the ability to identify birds present in San Diego County to the species level by sight or sound and who is familiar with the breeding and nesting behaviors of native bird species.

b. If active nests with eggs or chicks of bird species protected under the MBTA are detected within trees or shrubs planned for removal, the trees will remain in place until it has been determined by the avian biologist that the nest is no longer active. If active nests are detected within 300 feet of physical construction activities, an appropriate buffer shall be determined by the avian biologist and no work shall take place within the buffer until it is determined that the nest is no longer active. Additional visits after the initial survey shall be conducted as necessary to determine that nests are no longer active.

MM Complete Streets BIO-2: For physical construction activities occurring less than 300 feet from potential light-footed Ridgeway's rail habitat associated with Buena Vista Lagoon (activities south of 33.169759°, -117.357623°, including the activities planned near the Buena Vista Audubon Society building), focused protocol surveys shall be conducted by a permitted biologist. If no rails are detected, construction may commence. If rails are detected, consultation with the USFWS would be required and may include non-disturbance areas within 300 feet of territories, implementation of noise attenuation measures, and/or daily biological monitoring and daily noise monitoring during the course of construction activities to confirm that construction activities are not adversely impacting nesting or foraging activities.

MM Complete Streets BIO-3: This mitigation measure shall be required if removal of palm trees is proposed as part of the Complete Streets project. To avoid impacts to western yellow bats, a qualified biologist (a biologist with the ability to identify bat guano and assess habitat suitability for western yellow bats) shall inspect the base of palm skirts for guano prior to removal of skirted palm trees (i.e., palm trees with several layers of accumulated dead fronds). If bats are detected, tree removal shall avoid the yellow bat maternity season (June 1 through August 31). If tree removal cannot avoid the maternity season, bat protection protocols shall be identified and implemented by a qualified bat biologist and approved by CDFW. The protocols may require installation of bat exclusionary devices, followed by up to 4 weeks of nightly monitoring by a qualified biologist to confirm bats are being excluded without harm until it is determined bats are no longer present. The protocols may also require construction of substitute bat habitat (i.e., bat boxes, artificial tree structures) in the vicinity of bat-occupied palm trees, followed by monitoring by a qualified biologist to confirm bats are using the bat habitat.

MM Incentive District BIO-1: If tree removal is required for a project proposed under the Incentive District, tree removal and construction activities shall take place outside of the migratory bird breeding season (February 15 through August 31). If avoidance is not feasible and tree removal is required during the avian breeding season, the following measures shall be followed:

a. A nesting bird survey of trees planned for removal and within 300 feet of construction activities shall be conducted by a qualified avian biologist no more than 1 week prior to commencement of tree removal activities. A qualified avian biologist refers to a person with the ability to identify birds present in San Diego County to the species level by sight or sound and who is familiar with the breeding and nesting behaviors of native bird species.

b. If active nests with eggs or chicks of bird species protected under the MBTA are detected within trees or shrubs planned for removal, the trees will remain in place until it has been determined by the avian biologist that the nest is no longer active. If active nests are detected within 300 feet of physical construction activities, an appropriate buffer shall be determined by the avian biologist and no work shall take place within the buffer until it is determined that the nest is no longer active. Additional visits after the initial survey shall be conducted as necessary to determine that nests are no longer active.

MM Incentive District BIO-2: For development activities occurring less than 300 feet from potential light-footed Ridgeway's rail habitat associated with Buena Vista Lagoon (development southwest of the intersection of Eaton Street and South Coast Highway), focused protocol surveys shall be conducted by a permitted biologist. If no rails are detected, construction may commence. If rails are detected, consultation with the USFWS would be required and may include non-disturbance areas within 300 feet of territories, implementation of noise attenuation measures, and/or daily biological monitoring and daily noise monitoring during the course of construction activities to confirm that construction activities are not adversely impacting nesting or foraging activities.

MM Incentive District BIO-3: This mitigation measure shall be required if removal of palm trees (which may contain western yellow bats) is proposed as part of a project proposed under the Incentive District. To avoid impacts to western yellow bats, a qualified biologist (a biologist with the ability to identify bat guano and assess habitat suitability for western yellow bats.) shall inspect the base of palm skirts for guano prior to removal of skirted palm trees (i.e., palm trees with several layers of accumulated dead fronds). If bats are detected, tree removal shall avoid the yellow bat maternity season (June 1 through August 31). If tree removal cannot avoid the maternity season, project-specific bat mitigation protocols shall be identified and implemented by a qualified bat biologist and approved by CDFW. The protocols may require installation of bat exclusionary devices, followed by up to 4 weeks of nightly monitoring by a qualified biologist to confirm bats are being excluded without harm until it is determined bats are no longer present. The protocols may also require construction of substitute bat habitat (i.e., bat boxes, artificial tree structures) in the vicinity of bat-occupied palm trees, followed by monitoring by a qualified biologist to confirm bats are using the bat habitat.

MM Incentive District BIO-4: To avoid impacts to narrow endemic rare plants, including Nutall's lotus, Coulter's saltbush, smooth tarplant, Orcutt's pincushion, Blochman's dudleya, cliff spurge, San Diego barrel cactus, decumbent goldenbush, sea dahlia, and spreading navarretia that may occur within the Incentive District, a qualified rare plant biologist shall conduct a preconstruction rare plant survey in areas with potential habitat for rare plants, including in areas that are considered disturbed. Qualified rare plant biologist refers to a person with knowledge of these species (appropriate plant survey windows and species identification). The qualified rare plant biologist shall work with the City to identify project-specific measures that are consistent with the specifications of the Multiple Habitat Conservation Program, and these measures shall be implemented prior to and concurrent with project construction, as applicable. Measures may include salvage of rare plants prior to construction, transfer of salvaged plants to similar habitat in non-impacted areas, followed up with monitoring by a qualified biologist to confirm at least 80% survival of salvaged plants.

Significance After Mitigation: Less than significant with mitigation

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Issue 2: Would the proposed project result in potential direct and indirect impacts to riparian habitat and other sensitive natural communities identified in local or regional plans, policies, and regulations or by CDFW or USFWS?

Complete Streets Improvements

No direct impacts to vegetation communities would occur with implementation of the proposed Complete Streets improvements. All work would occur within the urban/developed land cover type, which is not considered an MHCP habitat group and is not a sensitive vegetation community.

There are areas where Habitat Group A plant communities, which are considered as having the highest conservation priority, occur immediately adjacent to the Complete Streets improvements. These areas are coincident with FPAs associated with the San Luis Rey River crossing (bridge location in the northern end of the project area), Buena Vista Lagoon (at the south end of the project area, south of Eaton Street), and the Loma Alta Creek crossing (in the middle of the project area). Plant communities in these areas are riparian/wetland communities such as non-vegetated channel, non-vegetated floodplain, and non-native riparian.

Work adjacent to the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon could result in indirect impacts to riparian habitats and sensitive natural communities by contributing to the spread of invasive species or generation of construction-related runoff, sedimentation, or dust. However, work adjacent to the San Luis Rey River would be limited to road restriping and would not require asphalt grinding or other activities that would result in creation of debris, sedimentation, or run-off. Therefore, no indirect impacts would occur to riparian habitat and other sensitive natural communities near the San Luis Rey River.

Physical construction activities that could indirectly impact riparian habitats and sensitive natural communities at Loma Alta Creek and Buena Vista Marsh include mid-block crosswalks proposed across Coast Highway adjacent to the Loma Alta Creek footpath (south of the existing Loma Alta Creek bridge) and near the Buena Vista Audubon Society driveway south of Eaton Street near Buena Vista Lagoon.

Incentive District

Future development and redevelopment which could occur under the Incentive District could result in direct impacts to riparian habitat and other sensitive natural communities through habitat removal or alteration, specifically within non-developed areas southwest of the intersection of Eaton Street and South Coast Highway, immediately north of Loma Alta Creek and along the railroad tracks. In addition, potential indirect effects, such as spread of invasive species or generation of construction-related runoff, sedimentation, or dust, may occur to adjacent vegetation communities associated with Loma Alta Creek and Buena Vista Lagoon.

Mitigation Measures:

MM Complete Streets BIO-4: To avoid indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, the following measures shall be implemented:

a. Species with a rating of moderate or high on the California Invasive Plant Council Inventory Database shall not be used for streetscaping in the Complete Streets project components.

b. In areas with potential for erosion or construction-generated runoff, sedimentation, or dust from construction activities to impact adjacent Habitat Group A through E communities, best management practices (BMPs), such as silt fencing and/or straw wattles, shall be installed on the downslope portion of grading or disturbance areas during

project construction activities. This measure applies to Complete Streets improvements south of Eaton Street and adjacent to Loma Alta Creek.

MM Incentive District BIO-5: To avoid indirect and direct impacts to riparian habitats and sensitive natural communities near the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, the following measures shall be implemented:

a. For non-developed areas southwest of the intersection of Eaton Street and South Coast Highway, immediately north of Loma Alta Creek and along the railroad tracks, the following measures shall be implemented to protect sensitive riparian or upland vegetation communities.

    i. A site-specific assessment of biological resources by qualified biologist shall be conducted to confirm the absence or presence of sensitive biological resources prior to the City's approval of project plans. The qualified biologist shall determine the site-specific habitat type.

    ii. If the vegetation communities outlined in **Table 3.3-1** would not be directly impacted by the proposed development project, no further assessment would be required.

    iii. If there is potential for riparian, wetland, and/or sensitive upland communities to be impacted, these impacts would be required to be compensated according to vegetation community type at the ratios provided in Table 3.3-1 which supports the Multiple Habitat Conservation Program policy for no net loss of wetland/riparian vegetation and incorporates the mitigation ratios implemented in the City Subarea Plan. For impacts to these riparian and upland areas, a restoration/revegetation plan shall be prepared by a qualified restoration ecologist (experienced with riparian and upland restoration/revegetation planning) in coordination with the City and implemented by an experienced restoration contractor, with oversight by the City.

b. The City shall prohibit the use of species with a rating of moderate or high on the California Invasive Plant Council Inventory Database in landscape plans used for development southwest of the corner of Eaton Street and South Coast Highway that is adjacent to undeveloped habitat.

c. In areas where there is potential for erosion or construction-generated runoff, sedimentation, or dust from construction activities to impact adjacent Habitat Group A through E communities, best management practices (BMPs), such as silt fencing and/or straw wattles, shall be installed on the downslope portion of grading or disturbance areas during project construction activities. This measure applies to development southwest of intersection of Eaton Street and South Coast Highway and adjacent to Loma Alta Creek.

TABLE 3.3-1
MITIGATION RATIOS FOR IMPACTS TO VEGETATION COMMUNITIES

Vegetation Community/Land Cover Type	MHCP Habitat Group[1]	Location of Impact within Coastal Zone, Pre-approved Mitigation Area[2], or FPA	Location of Impact Outside of FPA
Riparian and Wetlands[1]			
Disturbed Wetland (11200)	A	1:1 to 2:1	1:1 to 2:1
Emergent Wetland (52440)	A	4:1	4:1
Coastal Brackish Marsh (52200)	A	4:1	4:1
Coastal and Valley Freshwater Marsh (52410)	A	4:1	4:1
Brackishwater Estuary (64133)	A	4:1	4:1
Non-Vegetated Floodplain or Channel (64200)	A	1:1 to 2:1	1:1 to 2:1
Non-Native Riparian (65000)	A	3:1	3:1
Uplands			
Diegan Coastal Sage Scrub (32500)	C	3:1	3:1
Flat-topped Buckwheat (32800)	D	1:1	0.5:1

[1] The wetlands mitigation ratios should provide a standard for each habitat type but may be adjusted depending on the functions and values of both the impacted wetlands as well as the wetlands mitigation proposed by the project. The City may also consider the types of wetland habitat being impacted and utilized for mitigation in establishing whether these standards have been met. All impacts to riparian/wetland habitats and mitigation for such impacts must be reviewed and approved by Federal and State agencies with jurisdiction over these vegetation communities.

[2] Pre-approved mitigation areas are depicted on Figure 3.3-1

SOURCE: SANDAG 2003; City of Oceanside 2010.

Significance after Mitigation: Less than significant with mitigation

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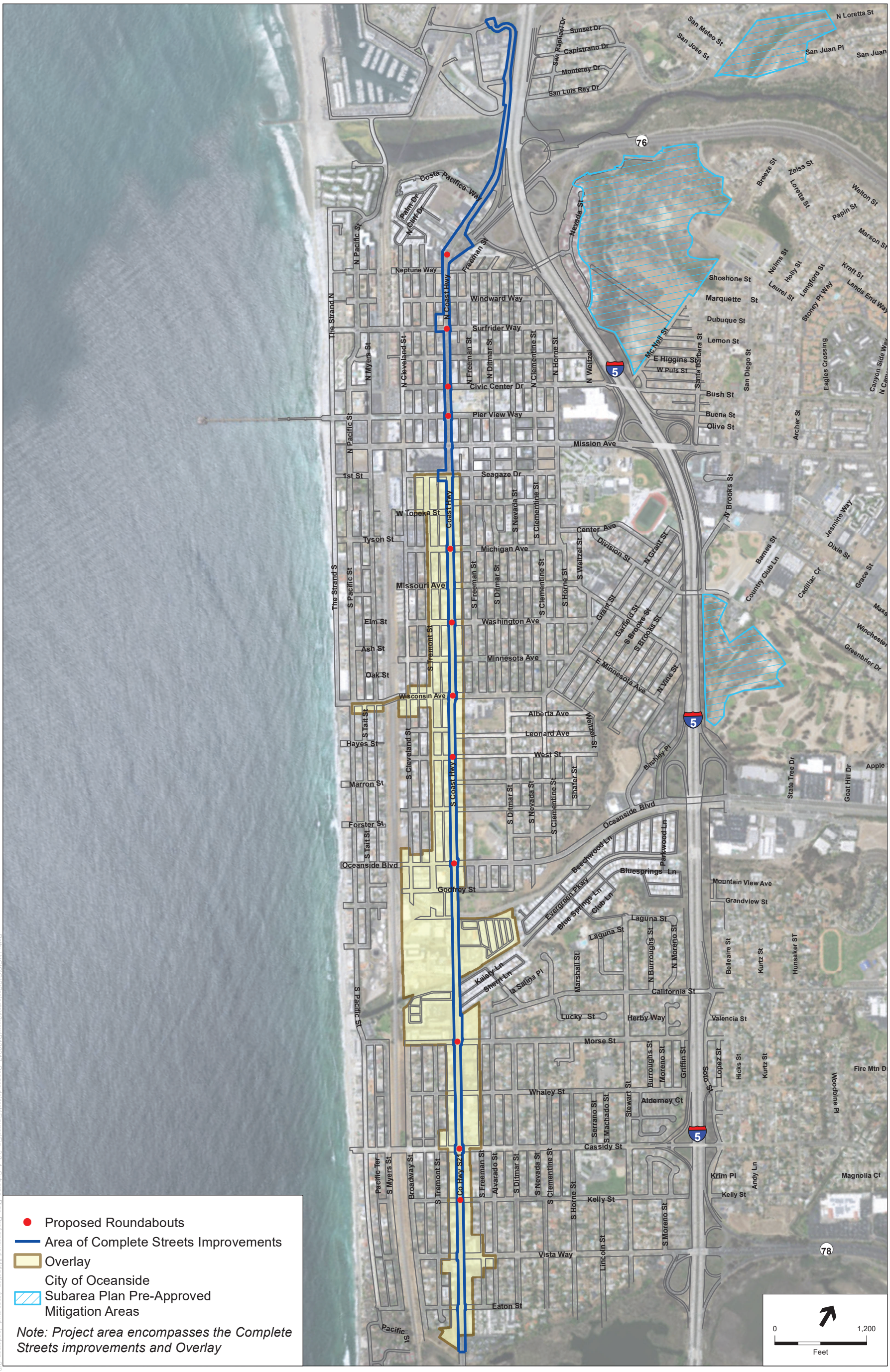
Issue 3: Would the proposed project result in a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA, as well as wetland waters of the State regulated by the RWQCB under the Porter-Cologne Act and also CDFW under Section 1600 of CFG Code, through direct removal of water and hydrological interruption?

Complete Streets Improvements

No federal or state wetlands or other waters occur within the Complete Streets improvements area; therefore, no direct impacts to jurisdictional wetlands or waters would occur. Jurisdictional wetlands and waters are present within the 50-foot buffer of the Complete Streets improvements at the San Luis Rey River crossing (in the northern end of the project area), the Loma Alta Creek crossing (in the middle of the project area), and Buena Vista Lagoon (at the south end of the project area).



SOURCE: City of Oceanside 2016; SanGIS 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.3-1

City of Oceanside Subarea Plan Pre-Approved Mitigation Areas

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Indirect impacts to federal or state wetlands or other waters could result from work adjacent to the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon by contributing to the spread of invasive species or generation of construction-related runoff, sedimentation, or dust. However, work adjacent to the San Luis Rey River would be limited to road restriping and would not require asphalt grinding or other activities that would result in creation of debris, sedimentation, or run-off. Therefore, no indirect impacts would occur to federal or state wetlands or other waters near the San Luis Rey River.

Physical construction activities that could indirectly impact federal or state wetlands or other waters include mid-block crosswalks proposed across Coast Highway adjacent to the Loma Alta Creek footpath (south of the existing Loma Alta Creek bridge) and near the Buena Vista Audubon Society driveway south of Eaton Street near Buena Vista Lagoon.

Incentive District

Jurisdictional wetlands and waters within the Incentive District include Loma Alta Creek, a small patch of coastal brackish marsh comprised of saltgrass (*Distichlis* sp.) associated with Buena Vista Lagoon, and a small isolated disturbed wetland near the intersection of Cassidy Street and Broadway Street. Loma Alta Creek is within a concrete flood control channel; therefore, development activities associated with the Incentive District are unlikely to occur at this location. The disturbed wetland located near the intersection of Cassidy Street and Broadway Street is within the rail corridor which is designated as Public Utility Transportation Zone. This area is not considered developable per the land use/zoning designation. Additionally, all wetland areas within the Incentive District are subject to the no net loss policies of the MHCP and City Subarea Plan. While no significant impacts are anticipated to currently known wetland resources, the presence and distribution of wetland resources can change over time and a formal wetland delineation was not conducted throughout the entire Incentive District area; therefore, to ensure no impacts to jurisdictional wetlands and waters would occur, the following measure shall be implemented.

Mitigation Measures:

> **MM Complete Streets BIO-4** shall be implemented to address impacts to federal or state wetlands or other waters for the Complete Streets project component.
>
> **MM Incentive District BIO-6:** Individual development projects implemented under the Incentive District that would impact the areas southwest of the intersection of Eaton Street and South Coast Highway or adjacent to or within Loma Alta Creek may include jurisdictional wetlands or waters and shall be subject to a site-specific assessment of biological resources prior to the City's approval of project plans. If it is determined through the site-specific assessment that excavation, fill, or other modification of wetlands and waters under the jurisdiction of the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board, and California Department of Fish and Wildlife would occur as a result of the project, the project proponent shall be required to conduct a formal jurisdictional delineation in accordance with the *U.S. Army Corps of*

Engineers Wetland Delineation Manual (Environmental Laboratory 1987), and *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Arid West Region (Version 2.0)* (USACE 2008). Permits from the respective regulatory agencies shall also be required, and will likely require mitigation resulting in no net loss of jurisdictional wetlands and waters. It is intended that implementation of the mitigation required through the project permits be consistent and meet the Multiple Habitat Conservation Program goal of no net loss of jurisdictional wetlands and waters.

Significance after Mitigation: Less than significant with mitigation

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Issue 4: Would the proposed project result in the interference 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?

Complete Streets Improvements

The Complete Streets improvements would occur entirely within urban/developed areas; therefore, no native habitats with potential to function as wildlife movement corridors or habitat linkage areas would be impacted. Additionally, noise generating activities associated with construction would occur greater than 300 feet away from native habitats that may be used for wildlife movement.

Incentive District

Future development that may occur under the Incentive District would be prioritized within urban/developed areas which have limited potential to support wildlife movement or habitat linkages, but may occur within undeveloped habitat that function as habitat linkages. These types of impacts are consistent with those direct impacts discussed for sensitive vegetation communities such as habitat removal or alteration, and indirect impacts such as invasive species, construction-related runoff, sedimentation, and dust. Also, indirect impacts due to noise are not expected because the Incentive District is greater than 300 feet from areas identified as wildlife corridor planning zones in the City Subarea Plan.

Mitigation Measures:

MM Incentive District BIO-5 shall be implemented.

Significance After Mitigation: Less than significant

Issue 5: Would the proposed project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Complete Streets Improvements

Based on a review of the City's General Plan and Municipal Code, the City does have not local policies or ordinances that protect trees. Chapter 31A of the City Code of Ordinances pertains to street trees, however, ordinances in this chapter do not pertain to native trees or protection of biological resources. The Complete Streets improvements are consistent with the Environmental Resource Management Element of the City General Plan. Therefore, the Complete Streets improvements would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Incentive District

Based on a review of the City's General Plan and Municipal Code, the City does have not local policies or ordinances that protect trees. Chapter 31A of the City Code of Ordinances pertains to street trees, however, ordinances in this chapter do not pertain to native trees or protection of biological resources. Development within the Incentive District would be consistent with the Environmental Resource Management Element of the City General Plan. Therefore, the Incentive District would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Mitigation Measures: No mitigation measures would be required.

Significance Determination: No impact

Issue 6: Would the proposed project conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP.

Complete Streets Improvements

The entire Complete Streets improvement area is within the MHCP, and the San Luis Rey River corridor includes hardline and softline areas that are within the FPA adjacent to the Complete Streets Improvements. However, restriping would occur only along the developed overpass without directly or indirectly impacting the conserved resources in the MHCP that occur beneath the roadway overpass. The Complete Streets Improvements are outside of but adjacent to the hardline areas at Buena Vista Lagoon. The remainder of the Complete Streets improvement area, including Loma Alta Creek, is outside of the FPA. Additionally, the developed area within the Complete Streets improvements is not a conserved vegetation community under the MHCP.

While not yet formally adopted, the City Subarea Plan has been implemented since 2010. The project has been evaluated against the provisions of the City Subarea Plan as currently drafted. The project does not conflict with any provisions of the MHCP or City Subarea Plan.

Incentive District

The entire Incentive District is within the MHCP. The Incentive District is outside of but adjacent to the hardline areas within Buena Vista Lagoon. The remainder of the Incentive District, including Loma Alta Creek, is outside of the FPA. The developed area within the Incentive District is not considered a conserved vegetation community under the MHCP. In undeveloped areas southwest of the intersection of Eaton Street and South Coast Highway Incentive District projects could affect MHCP Habitat Group A communities, including sensitive riparian and upland vegetation communities. These potential effects would be limited to the non-developed areas southwest of the intersections of Easton Street and Coast Highway and along the railroad tracks.

Mitigation Measures:

> **MM Incentive District BIO-5** shall be implemented to address consistency of the projects developed under the Incentive District with the MHCP.

Significance Determination: Less than significant with mitigation

3.4 Cultural Resources

This section provides an assessment of potential impacts related to cultural resources that could result from implementation of the Oceanside Coast Highway Corridor Study Project (proposed project, or project). Potential impacts addressed in this section are related to historical, archaeological and tribal, and paleontological resources and human remains. The analysis in this section is based on the Phase I Cultural Resources Assessment (CRA) (ESA 2016) and the Supplemental Cultural Resources Assessment Memorandum (ESA 2018), which are both included in Appendix E of this EIR.

3.4.1 Environmental Setting

Existing Cultural Setting

The following cultural setting is summarized from the Environmental Setting section of the CRA. Refer to Appendix E for a full description of each time period.

Prehistoric Setting

The chronology of coastal Southern California is typically divided into three general periods: the Early Holocene (11,000 to 8,000 before present [B.P.]), the Middle Holocene (8,000 to 4,000 B.P.), and the Late Holocene (4,000 B.P. to A.D. 1769). The primary Early Holocene cultural complex in coastal Southern California was the San Dieguito Complex, which is characterized by leaf-shaped and large-stemmed projectile points (Moratto 1984). The Middle Holocene La Jolla Complex is essentially a continuation of the San Dieguito Complex and is characterized by large, coarse stone tools, as well as well-made projectile points and milling slabs, indicative of plant processing (Horne and McDougall 2003). During the Late Holocene, the environment became drier and populations settled nearer to permanent freshwater resources becoming less mobile and more sedentary as a result (Gallegos 2002). Technological developments included the introduction of the bow and arrow.

Ethnographic Setting

Native Americans living in the project area at the time of Spanish contact are now known as the Luiseño, after the Mission San Luis Rey to which many of them were relocated. The language of the Luiseño people has been identified as belonging to the Cupan group of the Takic subfamily, which is part of the larger Uto-Aztecan language family (Bean and Shipek 1978). Luiseño territory includes portions of northern San Diego, southern Orange, and Riverside Counties. Today, there are six federally recognized tribes in California who share Luiseño tribal affiliation, language, and culture, including the La Jolla Band of Luiseño Indians (La Jolla), Rincon Band of Luiseño Indians (Rincon), Pauma Yuima Band of Mission Indians (Pauma), Pechanga Band of Luiseño Indians (Pechanga), Pala Band of Mission Indians (Pala), and Soboba Band of Luiseño Indians (Soboba).

The greater San Diego area was inhabited by a group of people known generally as the Kumeyaay, who occupied an area that encompassed roughly southern present-day San Diego County, southern Imperial County, and northern Baja California (Kroeber 1925). The Kumeyaay

language belonged to the Yuman language family, Hokan stock (Luomala 1978). Today, Kumeyaay tribal members within the United States are divided into 12 federally recognized bands: Barona, Campo, Ewiiaapaayp, Inaja-Cosmit, Jamul, La Posta, Manzanita, Mesa Grande, San Pasqual, Santa Ysabel, Sycuan, and Viejas. An additional San Diego County band, the Kwaaymii Laguna Band of Indians, is not currently federally recognized. Several more Kumeyaay communities are present in Mexico.

Historic Setting

In 1883, the California Southern Railway, a branch of the Santa Fe Railroad that linked San Diego to San Bernardino, was constructed through what is present-day Oceanside (City of Oceanside n.d.). That same year, Andrew Jackson Myers was the first occupant of what would soon become the City of Oceanside (Oceanside Chamber of Commerce 2015). Five years later July 3, 1888, the city was incorporated with a population of 1,000 (City of Oceanside n.d.). In 1915, a paved highway connecting San Diego and Los Angeles was constructed through Oceanside, spurring expansion of the city throughout the 1920s. The construction of Camp Pendleton in 1942 triggered rapid population growth in the city as serviceman and their families moved into the region and the city's population increased from 4,652 in 1940 to 12,888 in 1950 (City of Oceanside n.d.). Today, Oceanside is the third-largest city in San Diego County, with a population of 167,086, and is serviced by Interstate 5 and State Route 76.

History of Coast Highway

The following discussion is excerpted from "The Role of Transportation in the Growth of the City of Oceanside" (Flannigan 1996), which provides a brief history of the Coast Highway and its role in the development of Oceanside's economy and growth from the early to the mid-20th century (refer to Appendix E of this EIR).

"The Coast Highway, also known as Highway 101 and Hill Street, extends approximately 970-miles from San Diego at its southern terminus to Oregon in the north. Approximately 70 miles of the highway traverses San Diego County from north to south, and an approximately 3.5-mile long segment bisects the city of Oceanside. From the early to mid-20th century the Coast Highway was a major economic driver in the City of Oceanside and was largely responsible for the City's growth from the 1920s through the 1950s. When the highway opened in the early 1900s, Oceanside became the gateway to San Diego and its economy developed to cater to motorists with the construction of auto garages, hotels, and cafes, which in turn led to the growth of the City. Since the Coast Highway was formally completed in 1915, the Hill Street portion of the highway segment within Oceanside has undergone a number of alterations. These alterations were largely a result of increasing automobile traffic creating congestion along the transportation corridor and included the re-configuration of angled parking to parallel parking in the 1920s, widening the street in the 1930s, expanding the roadway from a 2-lane to a 4-lane highway in the 1940s, and the installation of traffic signals in the 1940s. The Coast Highway is an example of how a historic-period highway evolved over time as the degree of use increased, and as new technologies and configurations were introduced to address issues such as traffic congestion and safety.

Previously Identified Archaeological Resources

Archival Research

A records search for the proposed project was conducted on July 10, 2016, by staff at the South Coastal Information Center (SCIC), housed at San Diego State University. The records search included a review of all recorded cultural resources within a 0.5-mile radius of the Complete Streets improvements and the Incentive District.

Archaeological Resources

The SCIC records search indicates that a total of 33 archaeological resources have been previously recorded within 0.5 mile of the Complete Streets improvements and Incentive District (**Table 3.4-1**). Of the 33 previously recorded archaeological resources, 19 (CA-SDI-626, -627, -628, -8455, -12600, -13211, -14058, -114059, 15870, -17672, -18348, -19441, -19944, -19946, -19947, 19948, -20692, -21274, and -33331) are prehistoric archaeological sites, six (CA-SDI-14145, -17245, -17796, -17907, -20845, and -21704) are historic-period archaeological sites, three (P-37-13212, -13212, and -21274) are multicomponent archaeological sites, and six (P-37-18810, -18811, -18812, -18813, -33869, and -33873) are prehistoric isolates.

Of the 33 previously documented archaeological resources, 2 (CA-SDI-14058 and -15870) are located solely within or immediately adjacent to (within 100 feet of) the Complete Streets improvements, and three (CA-SDI-14059 and -17796, and P-36-033869) are located solely within or immediately adjacent to the Incentive District. None has been evaluated for listing in the California Register of Historical Resources (CRHR).

TABLE 3.4-1
PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES WITHIN 0.5 MILE OF THE PROJECT AREA

Primary # (P-37-)	Trinomial (CA-SDI-)	Description	Date(s) Recorded	Distance from Project Area
000626	626	Prehistoric archaeological site: campsite	1972; 2014	0.35 mile
000627	627	Prehistoric archaeological site: campsite	1958	0.35 mile
000628	628	Prehistoric archaeological site: shell midden	1994; 2003	0.53 mile
008455	845	Prehistoric archaeological site: shell scatter	1981; 2014	0.47 mile
012600	12600	Prehistoric archaeological site: lithic scatter	1992	0.19 mile
013211	13211	Prehistoric archaeological site: shell scatter	1993	0.17 mile
013212	13212	Multicomponent archaeological site: shell scatter and historic-period refuse scatter	1993	0.13 mile
014266*	14058	Prehistoric archaeological site: shell scatter	1994; 2001	Within Complete Streets improvements
014277**	14059	Prehistoric archaeological site: shell scatter	1994	33 feet from Incentive District
014369	14145	Historic-period archaeological site: refuse scatter	1995	0.47 mile
018810	-	Prehistoric isolate: shell	2000	0.50 mile
018811	-	Prehistoric isolate: shell	2000	0.50 mile
018812	-	Prehistoric isolate: shell	2000	0.29 mile
018813	-	Prehistoric isolate: shell	2000	0.26 mile
019165*	15870	Prehistoric archaeological site: shell scatter	2001	100 feet from Complete Streets improvements
025937	17245	Historic-period archaeological site: refuse scatter	Brian F. Smith Associates, 2004	0.18 mile
027036	17672	Prehistoric archaeological site: shell midden	ASM Affiliates, 2005	0.39 mile
027207**	17796	Multicomponent archaeological site: prehistoric shell midden; historic-period railroad maintenance yard and associated refuse	2006	Within Incentive District
027452	17907	Historic-period cemetery	2006	265 feet
028351	18348	Prehistoric archaeological site: shell scatter	2007	265 feet
030591	19441	Prehistoric archaeological site: shell and lithic scatter	2009	0.19 mile
031408	19944	Prehistoric archaeological site: shell scatter	2010	0.45 mile
031410	19946	Prehistoric archaeological site: shell scatter	2010	0.38 mile
031411	19947	Prehistoric archaeological site: shell scatter	2010	0.33 mile
031412	19948	Prehistoric archaeological site: shell scatter	2010	0.29 mile
032654	20692	Prehistoric archaeological site: shell scatter	2012; 2014	0.43 mile

TABLE 3.4-1
PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES WITHIN 0.5 MILE OF THE PROJECT AREA

Primary # (P-37-)	Trinomial (CA-SDI-)	Description	Date(s) Recorded	Distance from Project Area
033105	20845	Historic-period archaeological site: refuse scatter	2013	0.19 mile
033331	-	Prehistoric isolate: mano	2013	0.10 mile
033869**	-	Prehistoric isolate: mano	2014	65 feet from Incentive District
033873	-	Prehistoric isolate: flake	2014	0.28 mile
033874	21274	Multicomponent archaeological site: prehistoric shell midden; historic-period railroad grade	2014	0.29 mile
033928	21313	Prehistoric archaeological site: shell scatter	2014	0.35 mile
034887	21704	Historic-period archaeological site: refuse scatter	2015	0.44 mile

*Indicates archaeological resource within or immediately adjacent to Complete Streets improvements
**Indicates archaeological resource within or immediately adjacent to Incentive District

SOURCE: ESA 2016

Built Environment Resources

The SCIC records search indicates that 259 historic-period built environment resources have been previously recorded within 0.5 mile of the Complete Streets improvements and the Incentive District. Of these 259 resources, 27 are located within or immediately adjacent (within 100 feet) to the Complete Streets improvements and the Incentive District (**Table 3.4-2**). Of these 27 resources, 19 are located immediately adjacent to the Complete Streets improvements and eight are located solely within or immediately adjacent to the Incentive District. Of the 19 built environment resources located within the Complete Streets improvements, 11 are also located within the Incentive District. One additional resource, the San Luis Rey River Bridge (Bridge# CA 57 C-322), is not on file at the SCIC, but was identified within the Complete Streets improvements upon review of the California Department of Transportation historic bridge inventory.

TABLE 3.4-2
HISTORIC-PERIOD BUILT ENVIRONMENT RESOURCES WITHIN 100 FEET OF THE PROJECT AREA

Primary # (P-37-)	Address	Other Identifier	Description	Within/Adjacent to Complete Streets Improvements	Within/Adjacent to Incentive District	NRHP/CRHR/City Historical Site Eligibility
035464	1151 South Coast Highway		Goodyear Express Tire Building	X	X	Ineligible for NRHP/CRHR/City Historical Site
-	123 Coast Highway	-	Craftsman-style single-family residence constructed in 1908	X	X	Ineligible for NRHP; City Historical Site; not evaluated for CRHR
-	133 Coast Highway	-	Keisker Hotel Building constructed in 1927	X	X	Eligible for NRHP and CRHR
-	201 Coast Highway	-	First National Bank of Oceanside Building constructed in 1925	X	-	Ineligible for listing in the NRHP; City Historical Site; not evaluated for CRHR
-	202 Coast Highway	-	Bank of Italy Building constructed in 1925	X	-	Ineligible for listing in the NRHP; eligible as a City Historical Site; not evaluated for CRHR
-	216 South Tremont Street	-	Single-family residence constructed in 1908	-	X	Ineligible for listing in the NRHP; eligible as a City Historical Site; not evaluated for CRHR
-	217 Coast Highway	-	Theater constructed in 1936	X	-	Not evaluated
-	232 Coast Highway	-	Commercial building constructed in 1929	X	X	Ineligible for NRHP and City Historical Site
-	301 Coast Highway	-	B.A. and Marian Mason Building constructed in 1932	X	X	Ineligible for NRHP and City Historical Site; not evaluated for CRHR
-	308 Missouri Avenue	-	Railroad trestles and culverts	-	X	Not evaluated
-	309 Coast Highway	-	D.G. Harrington Building constructed in 1908	X	X	Ineligible for NRHP and City Historical Site; not evaluated for CRHR
-	321 South Tremont Street	-	Railroad trestles and culverts	-	X	Not evaluated
-	327 South Tremont Street	-	Railroad trestles and culverts	-	X	Not evaluated
-	401 Seagaze Drive	-	Blade Tribune Building constructed in 1936	-	X	Ineligible for NRHP; City Historical Site; not evaluated for CRHR
-	402 Coast Highway	-	Star Theater constructed in 1956	X	-	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	405 South Tremont Street	-	California Bungalow-style single-family residence constructed in 1926	-	X	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR

TABLE 3.4-2
HISTORIC-PERIOD BUILT ENVIRONMENT RESOURCES WITHIN 100 FEET OF THE PROJECT AREA

Primary # (P-37-)	Address	Other Identifier	Description	Within/Adjacent to Complete Streets Improvements	Within/Adjacent to Incentive District	NRHP/CRHR/City Historical Site Eligibility
-	501 Mission Avenue	-	J.E. Jones Hardware Building constructed in 1912	X	-	Ineligible for NRHP; not evaluated for CRHR or as a City Historical Site
-	505 Mission Avenue	-	JCPenny Company Building constructed in 1924	X	-	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	510 Kelley Street	-	Apartment building constructed in 1930	-	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	510 Sportfisher Way	-	Victorian-style single-family residence constructed in 1891	X	-	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	517 Michigan Avenue	-	Ancillary structure constructed in 1890	-	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	524 Coast Highway	-	Victorian-style single-family residence (Weitzel Residence) constructed in 1888	X	X	Ineligible for listing in NRHP; City Historical Site; not evaluated for CRHR
-	600 Coast Highway	-	Landscape feature consisting of palm trees	X	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	631 Coast Highway	-	Commercial building constructed in 1928	X	X	Ineligible for NRHP and as a City Historical Site; not evaluated for CRHR
-	1310 Coast Highway	-	I.O.O.F. Cemetery	X	X	Ineligible for NRHP; not evaluated for CRHR or as a City Historical Site
-	2002 South Coast Highway	-	Commercial building constructed in 1947	X	X	Not evaluated
-	Pier View Way	-	Landscape feature consisting of the Melchoir Pieper Gardens	X	-	Not evaluated
-	-	San Luis Rey River Bridge*	Steel-framed bridge constructed in 1929	X	-	Ineligible for listing in NRHP; not evaluated for CRHR or as a City Historical Site

*Indicates resource is not on file at SCIC
NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources

SOURCE: ESA 2016

Of the 28 historic-period built environment resources located within or immediately adjacent to the Complete Streets improvements and the Incentive District:

- One has been recommended as eligible for listing in the National Register of Historic Places (NRHP) and is thus eligible for listing in the CRHR (133 Coast Highway).
- Seven are listed as City Historical Sites (123 Coast Highway, 201 Coast Highway, 402 Coast Highway, 405 South Tremont Street, 505 Mission Avenue, 510 Sportfisher Way, and 524 Coast Highway).
- Two are eligible for listing as City Historical Sites (202 Coast Highway and 216 South Tremont Street).
- Eight have been determined ineligible for listing as City Historical Sites (232 Coast Highway, 301 Coast Highway, 309 Coast Highway, 510 Kelley Street, 517 Michigan Avenue, 600 Coast Highway, 631 Coast Highway, and 1151 South Coast Highway).
- Ten have not been evaluated for listing in either the CRHR or as a City Historical Site (217 Coast Highway, 308 Missouri Avenue, 321 South Tremont Street, 327 South Tremont Street, 401 Seagaze Drive [P-37-035464], 501 Mission Avenue, 1310 Coast Highway, 2002 South Coast Highway, Pier View Way, and the San Luis Rey River Bridge).

None of the resources are currently listed in the NRHP or the CRHR.

Historical Map and Aerial Review

Historic maps and aerial photographs were examined to provide historical information about the project area and to contribute to an assessment of the project area's archaeological sensitivity. Available maps include: the 1870 U.S. Surveyor General's survey plat of Township 11 South, Range 5 West; the 1893 and 1898 Oceanside 15-minute topographic quadrangles; the 1901 San Luis Rey 30-minute topographic quadrangle; and the 1948 and 1968 San Luis Rey 7.5-minute topographic quadrangles. Historic aerial photographs of the project area from 1938, 1947, 1953, 1964, 1967, 1980, 2005, and 2012 were also examined (historicaerials.com 2016). In sum, the historic topographic map and aerial photograph review indicates that the central portion of the project area has been subject to residential and commercial development since the late 19th century, with the northern and southern portions being used for agricultural purposes. However, by the 1950s the entire length of the project area appears to have been completely bounded by development.

Native American Consultation

A Sacred Lands File (SLF) search for the proposed project was requested from the California Native American Heritage Commission (NAHC) on June 2, 2016. The results provided by the NAHC on June 6, 2016, did not indicate the presence of Native American cultural resources within the project area.

Pursuant to the requirements of Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18), requiring government-to-government consultation, the City sent consultation notification letters via certified mail to Native American groups affiliated with the project area (**Table 3.4-3**). The letters

included a description of the proposed project, the project location, and a notification of the type of consultation that the City was initiating. To date, the City has received responses from four groups, including the San Luis Rey Band of Mission Indians, the Pechanga Band of Mission Indians, the Rincon Band of Luiseño Indians, and the Pala Band of Mission Indians. In letters dated June 20, 2016, Merri Lopez-Keifer, Chief Legal Counsel for the San Luis Rey Band of Mission Indians, formally requested that consultation with the City regarding AB 52 and SB 18 be initiated. On August 11, the City conducted formal consultation with Ms. Lopez-Keifer pursuant to AB 52. Ms. Lopez-Keifer requested that eight mitigation measures (**MM Complete Streets CR-1 through CR-8**) addressing tribal cultural resources be recommended to the City's decision-making body. The City agreed to incorporate the mitigation measures recommended by Ms. Lopez-Keifer, thus concluding consultation between the City and the San Luis Rey Band of Mission Indians.

TABLE 3.4-3
NATIVE AMERICAN CONSULTATION

Contact	Tribe/ Organization	Consultation Type	Date Letter Mailed	Response Received	Consultation Results
Shasta Gaughen, Tribal Historic Preservation Officer	Pala Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 16, 2016, Ms. Gaughen formally requested that AB 52 consultation be initiated	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Mark Macarro, Chairperson	Pechanga Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 10, 2016, the Pechanga formally requested that AB 52 consultation be initiated	-
		SB 18	5/24/2016	In a letter dated June 14, 2016, the Pechanga formally requested that SB 18 consultation be initiated	
Randall Majel, Chairperson	Pauma and Yuima Reservation	AB 52	5/24/2016	No response regarding AB 52 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Lavonne Peck, Chairwoman	La Jolla Band of Mission Indians	AB 52	5/24/2016	No response regarding AB 52 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Rosemary Morillo, Chairperson	Soboba Band of Mission Indians	AB 52	5/24/2016	No response regarding AB 52 or SB 18 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Bo Mazzetti, Chairperson	Rincon Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 23, 2016, Rincon's Cultural Resources Manager Vincent Whipple recommended that a Native American monitor be present during project-related ground-disturbing activities	-
		SB 18	5/24/2016		
Tribal Council	San Luis Rey Band of Mission Indians	AB 52	5/24/2016	In a letter dated June 20, 2016, the San Luis Rey formally requested that AB 52 consultation be initiated	The City will incorporate Mitigation Measures Complete Streets CR-1 through CR -8
		SB 18	5/24/2016	In a letter dated June 20, 2016, the San Luis Rey formally requested that SB 18 consultation be initiated	

Contact	Tribe/ Organization	Consultation Type	Date Letter Mailed	Response Received	Consultation Results
-	Torres Martinez Desert Cahuilla Indians	AB 52	5/24/2016	No response regarding AB 52 consultation	-
		SB 18	5/24/2016	No response regarding SB 18 consultation	
Jim McPherson, Cultural Resources Department	Rincon Band of Luiseño Indians	AB 52	5/24/2016	In a letter dated June 23, 2016, Rincon's Cultural Resources Manager Vincent Whipple recommended that a Native American monitor be present during project-related ground-disturbing activities	-
		SB 18	5/24/2016		

In letters dated June 10, 2016, and June 14, 2016, Anna Hoover, cultural analyst for the Pechanga Band of Mission Indians, stated that the project area falls within the Pechanga's aboriginal territory and requested AB 52 and SB 18 consultation with the City.

In a letter dated June 23, 2015, Vincent Whipple, cultural resources manager for the Rincon Band of Luiseño Indians, stated that the proposed project is located within Rincon's specific area of cultural interest. Mr. Whipple expressed concern that project implementation could result in the inadvertent discovery of cultural resources and recommended that a Native American monitor be present during all project-related ground-disturbing activities. To date, the Rincon Band of Luiseño Indians has not formally requested AB 52 or SB 18 consultation with the City.

In a letter dated June 16, 2016, Shasta Gaughen, Tribal Historic Preservation Officer for the Pala Band Mission Indians, stated that the proposed project is located within Pala's Traditional Use Area and formally requested AB 52 consultation with the City be initiated. To date, Pala has not requested SB 18 consultation with the City.

Geoarchaeological Review

A desktop geoarchaeological review was conducted to characterize the potential for the presence of subsurface archaeological deposits within the project area. Late Pleistocene to Early Holocene archaeological sites (if present) are likely to be oriented toward terrestrial subsistence resources, given the substantial distance to the coast and marine resources during that period. As sea level continued to rise, however, marine and estuary resources would have become more prevalent. Areas containing late Pleistocene to Holocene alluvial deposits (i.e., in the vicinity of the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon) are considered sensitive for buried archaeological sites. Other portions of the project area are considered to have a lower potential for intact buried archaeological resources due to the age of the natural surface deposits.

Cultural Resources Survey Results

Given that the project area is almost entirely developed, with buildings, landscaping, and pavement throughout, a reconnaissance-level cultural resources survey was employed for most of the project area. The minimal areas of exposed ground within the project area were subject to an intensive pedestrian survey. The street addresses of all previously recorded built environment resources located within the Complete Streets improvements, as indicated by the SCIC, were revisited and photographed. The single archaeological resource (CA-SDI-14058) overlapping the

Complete Streets improvements was revisited, intensively inspected, and photographed. Because the Incentive District is being analyzed at a programmatic level, it was not included as part of the reconnaissance-level survey conducted for the proposed project.

As a result of the cultural resources survey, the one archaeological resource (CA-SDI-14058) overlapping the Complete Streets improvements was revisited and 17 of the 20 previously documented built environment resources were identified (**Table 3.4-4**). Resource CA-SDI-15870, a prehistoric archaeological site located immediately adjacent to the Complete Streets improvements, was not revisited because its mapped location is within the San Luis Rey River.

The San Diego Natural History Museum (SDNHM) records search reveals that the project area is underlain by the Bay Point Formation, considered to be of high paleontological sensitivity, and additional deposits as exposed in major drainages that bisect the project area, including the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon (McComas 2016). These include Holocene-age (generally younger than 10,000 years old) alluvial flood plain and wash deposits, the middle Miocene-age (approximately 14 to 16 million years old) San Onofre Breccia, and the middle Eocene-age (approximately 40 to 49 million years old) Santiago Formation. The San Onofre Breccia has produced fossilized remains of marine invertebrates and mammals, and is assigned a moderate paleontological sensitivity (McComas 2016). The Santiago formation has produced significant terrestrial vertebrate fossils and is considered to have high paleontological sensitivity.

3.4.2 Regulatory Framework

The following regulatory setting is summarized from the CRA; refer to Appendix E for a full description of the regulatory setting for cultural resources.

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) is the principal statute governing environmental review of projects occurring in the State and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine whether a proposed project would have a significant effect on the environment, including significant effects on historical or archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

California Register of Historical Resources

The CRHR is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1[a]). Certain resources are determined by the statute to be automatically included in the CRHR, including California properties formally determined eligible for, or listed in, the NRHP.

TABLE 3.4-4
SURVEY RESULTS

Primary # (P-37-)	Permanent Trinomial (CA-SDI-)	Other Identifier	Description	Relocated
Archaeological Resources				
014266	14058	-	Prehistoric archaeological site: shell scatter	Not relocated
019165	15870	-	Prehistoric archaeological site: shell scatter	Not relocated
Built Environment Resources				
035464	-	1151 South Coast Highway	Goodyear Express Tire Building	Relocated
-	-	123 Coast Highway	Craftsman-style single-family residence constructed in 1908	Not relocated
-	-	133 Coast Highway	Keisker Hotel Building constructed in 1927	Relocated
-	-	201 Coast Highway	First National Bank of Oceanside Building constructed in 1925	Relocated
-	-	202 Coast Highway	Bank of Italy Building constructed in 1925	Relocated
-	-	217 Coast Highway	Theater constructed in 1936	Relocated
-	-	232 Coast Highway	Commercial building constructed in 1929	Relocated
-	-	301 Coast Highway	B.A. and Marian Mason Building constructed in 1932	Relocated
-	-	309 Coast Highway	D.G. Harrington Building constructed in 1908	Relocated
-	-	402 Coast Highway	Star Theater constructed in 1956	Relocated
-	-	501 Mission Avenue	J.E. Jones Hardware Building constructed in 1912	Relocated
-	-	505 Mission Avenue	JCPenny Company Building constructed in 1924	Relocated
-	-	510 Sportfisher Way	Victorian-style single-family residence constructed in 1891	Not relocated
-	-	524 Coast Highway	Victorian-style single-family residence (Weitzel Residence) constructed in 1888	Relocated
-	-	600 Coast Highway	Landscape feature consisting of palm trees	Relocated
-	-	631 Coast Highway	Commercial building constructed in 1928	Relocated
-	-	1310 Coast Highway	I.O.O.F. Cemetery	Relocated
-	-	2002 South Coast Highway	Commercial building constructed in 1947	Relocated
-	-	Pier View Way	Landscape feature consisting of the Melchoir Pieper Gardens	Not relocated
-	-	San Luis Rey River Bridge	Steel-framed bridge constructed in 1929	Relocated

SOURCE: ESA 2016

To be eligible for the CRHR, a resource must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is 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 the 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.

A resource eligible for the CRHR must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that, in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. If the remains are determined to be Native American in origin, the Coroner is required to contact the California NAHC within 24 hours to relinquish jurisdiction.

California Public Resources Code Section 5097.98

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

Senate Bill 18

SB 18 (Statutes of 2004, Chapter 905) requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places" (Governor's Office of Planning and Research, 2005).

Assembly Bill 52

AB 52 (Chapter 532, Statutes of 2014) requires lead agencies to consider the effects of projects on tribal cultural resources and to conduct consultation with federally and non-federally recognized Native American tribes early in the environmental planning process. AB 52 applies specifically to projects for which a Notice of Preparation or a notice of Negative Declaration or Mitigated Negative Declaration will be filed on or after July 1, 2015.

Local

City of Oceanside General Plan

The City's General Plan, Land Use Element (2002), contains the following cultural resources policies relevant to the proposed project:

3.2 Cultural Resources

Policy A: The City shall encourage open space land use designations and open space zoning or open space easements for the preservation of cultural resources.

Policy B: The City shall encourage the acquisition, restoration and/or maintenance of significant cultural resources by private organizations.

Policy C: 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.

Policy D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists[1] (SOPA) 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 boulder and/or oak trees; or
5) The project site is located within 0.5-mile of Mission San Luis Rey.

Policy E: The presence of agriculture on a potential project site shall not preclude the requirement for an archaeological survey report if any of the above listed conditions are established.

Oceanside City Code Chapter 14A: Historical Preservation Ordinance

The City Code has established policies for the preservation of historical resources. The policies are included in Sections 14A.2, 14A.6, and 14A.7 and provide guidance on the purpose of preservation, and the criteria and procedure to be used for designating a historical area or site within the city.

3.4.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact on cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

[1] Note: The Society of Professional Archaeologists has been replaced by the Register of Archaeologists (RPA), which provides the same certification.

2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
4. Disturb any human remains, including those interred outside of formal cemeteries.
5. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074.

Impact Analysis

Issue 1: Would the proposed project cause a substantial adverse change in the significance of a historical resource, as defined in CEQA Guidelines Section 15064.5?

Complete Streets Improvements

The segment of the Coast Highway within the project area is a historic-period linear property that, at the discretion of the City of Oceanside, has been determined to be historically significant by a lead agency, and therefore qualifies as a historical resource pursuant to CEQA. The project would include converting Coast Highway from four lanes to two lanes, installing a Class II striped bicycle lane from Harbor Drive to the southern city limit, creating 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, constructing 12 roundabouts in place of traffic signals where physically feasible, and implementing streetscape enhancements, such as removing dead trees and replanting new trees. These actions need to be considered to determine whether they have the potential to impact the significance of the Coasty Highway should the project be implemented, which is the subject of the analysis contained herein.

As discussed above, from the early to mid-20th century the Coast Highway was a major economic driver in the City of Oceanside and was largely responsible for the City's growth from the 1920s through the 1950s. Since its opening in 1908 the highway has undergone a number of changes, as is common with most transportation corridors. Proposed project alterations to the highway are consistent with the alterations to the Coast Highway that have been carried out in the past, and would be largely imperceptible to the overall setting of the 70-mile-long San Diego County segment of the Coast Highway. As such, the project would not impact the Coast Highway's ability to convey its significance because the physical and visual alterations proposed would not impact the resource's ability to convey its historic association with the growth of Oceanside. In fact, these actions are in line with the historical trends that lent the resource its current significance. Therefore, project implementation would not result in impacts to the Coast Highway's significance as a historical resource pursuant to CEQA.

In addition, the SCIC records search identified two archaeological sites (CA-SDI-14058 and -15870) within or adjacent to the Complete Streets improvements. No additional archaeological resources were identified during the pedestrian survey. The mapped location of CA-SDI-14058, a prehistoric archaeological site, was revisited during the survey, but no indication of the site was detected. The mapped location of CA-SDI-15870 is within the San Luis Rey River approximately 150 feet beneath the bridge that passes over the river and was not revisited during the survey.

Project-related activities in the vicinity of CA-SDI-14058 do not include any ground-disturbing activity. As such, the Complete Streets improvements would not have an impact on the resource. Moreover, as no construction activity is planned for the riverbed below the bridge, CA-SDI-15870 would not be impacted by project-related ground disturbance associated with the Complete Streets improvements. As such, no archaeological resources that could qualify as a historical resource pursuant to CEQA will be impacted as a result of project implementation.

The SCIC records search identified 27 built environment resources within or immediately adjacent to the Complete Streets improvements. Of these, 19 are located immediately adjacent to the Complete Streets improvements. One additional resource, the San Luis Rey River Bridge (Bridge# CA 57 C-322), is not on file at the SCIC, but has been identified within the Complete Streets improvements. Of the 20 built environment resources located within or immediately adjacent to the Complete Streets improvements (including the bridge), 17 were relocated as a result of the survey. The buildings that could not be relocated are presumed to have been relocated or demolished since originally recorded.

The San Luis Rey River Bridge is the only built environment resource located within the Complete Streets improvements; the others are located adjacent to the Complete Streets improvements. The San Luis Rey River Bridge but has not been evaluated for inclusion in the CRHR or as a City Historical Site. However, the only proposed alteration to the bridge would be restriping to provide a Class II bicycle lane in both directions. Proposed project-level activities for the bridge do not include any ground disturbance or modification to the structure itself. As such, no physical or visual alterations to the bridge are proposed and the resource would not be significantly impacted by the Complete Streets improvements.

The remaining built environment resources consist largely of commercial buildings and landscape features located on the margins of the Complete Streets improvements. As such, these resources would not be directly impacted by the Complete Streets improvements. However, there is the potential that they could be indirectly (e.g., visually) impacted. Of these resources, only one (the Keisker Hotel Building at 133 Coast Highway) has been found eligible for the CRHR (as well as the NRHP), though some are listed as City Historical Sites, and others have been evaluated for the NRHP and for listing as City Historical Sites but have been found not eligible. Regardless, aside from the Keisker Hotel Building, none has been evaluated for listing in the CRHR. The proposed project alterations to the Coast Highway corridor would not physically impact any of the built environment resources located immediately adjacent to the Complete Streets improvements. Moreover, given that the improvements would not drastically alter the visual characteristics of the Coast Highway and would not introduce any new visually intrusive elements, visual impacts to the built environment resources are not anticipated. As such, no built environment resources that would qualify as historical resources pursuant to CEQA would be significantly impacted, either directly or indirectly, as result of the Complete Streets improvements.

Although the Complete Streets improvements area is largely developed, it is possible that subsurface prehistoric and historic-period archaeological resources have been paved over and are obscured. The SCIC records search indicates that 33 previously recorded archaeological resources

have been documented within a 0.5–mile radius of the Complete Streets improvements. Furthermore, the geoarchaeological review indicates that portions of the Complete Streets improvements in the vicinity of the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon are sensitive for the presence of prehistoric archaeological resources. Thus, the Complete Streets improvements area should be considered sensitive for the presence of archaeological resources and it should be noted that the project has the potential to significantly impact undocumented subsurface archaeological deposits that may qualify as historical resources.

Incentive District

Three archaeological resources and 19 built environment resources were identified within the Incentive District study area. The three archaeological resources include one prehistoric archaeological site (CA-SDI-14059), one historic-period archeological site (CA-SDI-17796), and one multicomponent archaeological site (P-36-033869). None of the three archaeological resources have been previously evaluated for inclusion CRHR, or as a City Historical Site. Of the 19 built resources, 8 (216 South Tremont Street, 308 Missouri Avenue, 321 South Tremont Street, 327 South Tremont Street, 401 Seagaze Drive, 405 South Tremont Street, 510 Kelley Street, and 517 Michigan Avenue) are located solely within the Incentive District, and 11 are located both within the Complete Streets improvements area and the Incentive District (123 Coast Highway, 133 Coast Highway, 232 Coast Highway, 301 Coast Highway, 309 Coast Highway, 524 Coast Highway, 600 Coast Highway, 631 Coast Highway, 1151 South Coast Highway, 1310 Coast Highway, and 2002 South Coast Highway). Of the 19 built environment resources within the Incentive District, 1 (133 Coast Highway) is eligible for the CRHR and qualifies as a historical resource. The other 18 have not been evaluated for inclusion in the CRHR.

As noted above, the project area is considered sensitive for the presence of archaeological resources and future projects within the Incentive District area may significantly impact previously undocumented subsurface archaeological resources that may qualify as historical pursuant to CEQA. Furthermore, the Incentive District area contains one built environment resource that qualifies as a historical resource and 18 unevaluated built environment resources that may qualify as historical resources. As such, future projects within the Incentive District area have the potential to significantly impact historical resources.

Mitigation Measures:

> **MM Complete Streets CR-1:** Prior to the issuance of a grading permit, the City of Oceanside shall enter into a pre-excavation agreement with a representative of the San Luis Rey Band of Mission Indians, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement. A copy of the agreement shall be included in the grading plan submittals for the grading permit. The purpose of this agreement shall be to formalize protocols and procedures between the applicant/owner and the San Luis Rey Band for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas, and cultural items located and/or discovered through a monitoring program in conjunction with the construction of the Complete Streets improvements, including additional archaeological surveys and/or studies, excavations,

geotechnical investigations, grading, and all other ground-disturbing activities, such as the installation and/or removal of infrastructure and existing foundations, that may impact the native soils subsurface to the existing road bed.

MM Complete Streets CR-2: Prior to the issuance of a grading permit, the grading contractor shall provide a written and signed letter to the City Planner stating that a qualified archaeologist and Luiseño Native American Monitor have been retained at the grading contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.

MM Complete Streets CR-3: Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analyses, and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the qualified archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City Planner for approval.

MM Complete Streets CR-4: The qualified archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground-disturbing activities that may impact subsurface native soils. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The grading contractor shall notify the City Planner of the start and end of all ground-disturbing activities.

MM Complete Streets CR-5: The qualified archaeologist and Luiseño Native American monitor shall attend all applicable pre-construction meetings with the general contractor and/or associated subcontractors to present the archaeological monitoring program. The qualified archaeologist and Luiseño Native American monitor shall be present onsite during any ground-disturbing activities that may impact subsurface native soils.

MM Complete Streets CR-6: The qualified archaeologist or the Luiseño Native American monitor may halt ground-disturbing activities if unknown archaeological artifact deposits or cultural features are discovered. Ground-disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and, before grading proceeds, these items shall be given to the San Luis Rey Band so that they may be repatriated at the site on a later date. If a determination is made that the unearthed artifact deposits or cultural features are considered potentially significant, the San Luis Rey Band shall be notified and consulted with in regard to the respectful and dignified treatment of those resources.

The avoidance and protection of the significant cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, a data recovery plan is authorized by the City as the lead agency under CEQA, the San Luis Rey Band shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in

the project area will be collected using professional archaeological collection methods. If the qualified archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the qualified archaeologist does not collect the cultural resources that are unearthed during the ground-disturbing activities, the Luiseño Native American monitor may, at their discretion, collect said resources and provide them to the San Luis Rey Band for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions.

MM Complete Streets CR-7: Any and all uncovered tribal cultural resources of Native American importance shall be returned to the San Luis Rey Band of Mission Indians, and/or the Most Likely Descendant, if applicable, and not be curated.

MM Complete Streets CR-8: As specified by California Health and Safety Code Section 7050.5, if human remains are found in the project area during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to PRC 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established, surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. By law, the Coroner will determine within 2 working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will make a determination as to the Most Likely Descendant. If Native American remains are discovered, the remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall occur only on-site in the presence of a Luiseño Native American monitor.

MM Complete Streets CR-9: The qualified archeologist, or an archaeologist working under the direction of the qualified archaeologist, and the Luiseño Native American monitor shall conduct pre-construction cultural resources sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The applicant/owner shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.

MM Incentive District CR-1: Individual development projects implemented under the Incentive District shall be subject to a Phase I cultural resources inventory (cultural resources inventory) prior to the City's approval of project plans. This requirement shall be implemented for all projects for which the Incentive District is employed (Administrative Approval, Development Plan Review, and Conditional Use Permit

processing requirements as specified in Section 1203 of the Coast Highway Incentive District). The cultural resources inventory would consist of: a cultural resources records search to be conducted at the South Coastal Information Center; scoping with the California Native American Heritage Commission (NAHC); a pedestrian archaeological survey if visible ground surface is present; and recordation of all identified archaeological resources on California Department of Parks and Recreation 523 forms. The cultural resources inventory shall be carried out by a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Standards for professional archaeology, and shall be conducted in consultation with the appropriate Native American groups as identified through outreach to the NAHC and through consultation.

If potentially significant cultural resources are encountered during the survey, and if the project has the potential to impact those resources, the City shall require that the resources be evaluated for their eligibility for listing in the California Register of Historical Resources (CRHR) and for significance as unique archaeological resource. Recommendations shall be made for the treatment of unique archaeological resources or resources found eligible for the CRHR should the development project have the potential to adversely impact the resources. These studies shall be conducted in consultation with the City and the appropriate Native American groups as identified through consultation. Project redesign and preservation in place shall be the preferred means of mitigation to avoid impacts to significant cultural resources, including prehistoric and historic archaeological sites, locations of importance to Native Americans, human remains, historical buildings, structures, and landscapes. Methods of avoidance may include, but shall not be limited to, project redesign or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with the City and appropriate Native American groups as identified through consultation.

In addition, the project proponent shall retain archaeological monitors and Native American monitors during ground-disturbing activities that have the potential to impact significant cultural resources as determined by a qualified archaeologist in consultation with the City and the appropriate Native American groups.

During project-level construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find. If any find is determined to be significant, meaning it qualifies as a unique archaeological resource or is determined eligible for the CRHR, the archaeologist shall determine, in consultation with the City and the appropriate Native American groups, suitable avoidance measures, data recovery measures, or other appropriate mitigation, such as capping.

All significant cultural materials recovered, either prior to or during construction, shall be, as necessary and at the discretion of the consulting archaeologist and in consultation with the appropriate Native American groups, subject to scientific analysis, professional

museum curation, and documentation according to current professional standards. If materials need to be recovered, protocols for proper removal and treatment shall be implemented. The specific protocols for proper removal shall be detailed in a monitoring or data recovery plan prior to recovery of the materials.

MM Incentive District CR-2: Project-level development on individual properties containing structures at least 50 years old shall be subject to a historic built environment survey, which will include an evaluating of the potential historic significance of the structures, prior to the City's approval of project plans. This requirement shall be implemented for all projects on properties for which the Incentive District is employed and that contain existing structures (Administrative Approval, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 1203 of the Coast Highway Incentive District). The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History. If potentially significant historic resources are encountered during the survey, demolition or substantial alteration of such resources identified shall be avoided, as specified by the qualified historian or architectural historian.

Significance after Mitigation: Less than significant with mitigation

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Issue 2: Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Complete Streets Improvements

As noted above, the SCIC records search identified two archaeological sites (CA-SDI-14058 and -15870) within or adjacent to the Complete Streets improvements, and both could qualify as unique archaeological resources pursuant to Section 15064.5. No additional archaeological resources were identified during the pedestrian survey. Also noted above, neither of these resources will be impacted by the Complete Streets improvements. As such, no known archaeological resources that would qualify as unique archaeological resources pursuant to CEQA will be impacted as a result of project implementation. However, it is possible that subsurface prehistoric and historic-period archaeological resources that could qualify under Section 15064.5 underlie the Complete Streets improvements, and thus the area is considered sensitive for the presence of archaeological resources. Therefore, the Complete Streets improvements have the potential to impact undocumented subsurface archaeological deposits that may qualify as unique archaeological resources.

Incentive District

As noted above, the Incentive District contains three known archaeological resources, and is considered sensitive for the presence of archaeological resource that could qualify as unique archaeological resources under Section 15064.5. As such, future projects within the Incentive

District could significantly impact previously undocumented subsurface archaeological resources that may qualify as unique archaeological resources.

Mitigation Measures:

> Implementation of **MM Complete Streets CR-1 through CR-9** and **MM Incentive District CR-1 and CR-2** shall be required to reduce project-related significant impacts to previously unidentified archaeological resources with the Complete Streets improvements and Incentive District project areas.

Significance after Mitigation: Less than significant with mitigation

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Issue 3: Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Complete Streets Improvements

The SDNHM records search indicates that no previously recorded fossil localities have been documented in the Complete Streets improvements; however, the records search indicates that the project area is underlain by the Bay Point Formation and Santiago Formation, which are both considered of high sensitivity for the presence of fossiliferous deposits. However, while the Complete Streets improvements are underlain by paleontologically sensitive formations, the proposed project would include enhancements to the existing roadway infrastructure as well as bicycle, pedestrian, and transit facilities. As such, ground disturbance would not penetrate to the depths at which the deposits would be found. Given this, the Complete Streets improvements would not significantly impact unique paleontological resources or unique geological features. No impact is anticipated and no mitigation is required.

Incentive District

The SDNHM records search indicates that no previously record fossil localities have been previously documented in the Incentive District; however, the records search indicates that the project area is underlain by the Bay Point Formation and Santiago Formation, which are both considered of high sensitivity for the presence of fossiliferous deposits. Given that the Incentive District is underlain by paleontologically sensitive formations and that the depths of ground disturbance associated with future projects in the Incentive District are unknown, there exists the possibility that unique paleontological resources or unique geologic features may be impacted by future projects.

Mitigation Measures:

> **MM Incentive District CR-3:** For project-level development in the Incentive District involving ground disturbance, a qualified paleontologist shall be retained to determine the necessity of conducting a study of the project area(s) based on the potential sensitivity of the project for paleontological resources, and the potential for the project to impact paleontologically sensitive geological deposits. If deemed necessary, the paleontologist

shall conduct a paleontological resources inventory designed to identify potentially significant resources. The paleontological resources inventory would consist of a paleontological resources records search to be conducted at the SDNHM; a field survey, if deemed appropriate by the paleontologist; and recordation of all identified paleontological resources. The paleontologist shall provide recommendations regarding additional work for the project. Impacts to significant paleontological resources, if identified, shall be avoided.

In addition, the project proponent shall retain paleontological monitors during construction for ground-disturbing activities that have the potential to impact significant paleontological resources as determined by a qualified paleontologist.

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

Significance after Mitigation: Less than significant with mitigation

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Issue 4: Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?

Complete Streets Improvements

No known human remains exist within the Complete Streets improvements. However, since the nature of the proposed project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains.

Incentive District

No known human remains exist within the complete Incentive District. However, since the nature of the proposed project would involve ground-disturbing activities, it is possible that such actions could unearth, expose, or disturb previously unknown human remains.

Mitigation Measures:

> **MM Complete Streets CR-1 through CR-9** and **MM Incentive District CR-1 and CR-2** shall be required to reduce project related significant impacts to previously unidentified archaeological resources.

Significance after Mitigation: Less than significant with mitigation

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Issue 5: Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

Complete Streets Improvements

Both the SLF search conducted by the NAHC and AB 52/SB 18 consultation conducted by the City have not identified any tribal cultural resources within the Complete Streets improvements area. However, this does not preclude the possibility that tribal cultural resources may be encountered as a result of further consultation or during proposed project ground disturbance. As such, it is possible that project implementation may impact tribal cultural resources.

Incentive District

Both the SLF search conducted by the NAHC and AB 52/SB 18 consultation conducted by the City have not identified any tribal cultural resources within the Incentive District project area. However, this does not preclude the possibility that tribal cultural resources may be encountered during the implementation of future projects within the Incentive District project area. As such, it is possible that future projects may impact tribal cultural resources.

Mitigation Measures:

> **MM Complete Streets CR-1 through CR-9** and **MM Incentive District CR-1 and CR-2** shall be required to reduce project related significant impacts to previously unidentified tribal cultural resources.

Significance after Mitigation: Less than significant with mitigation

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3.5 Geology, Soils, and Seismicity

This section provides an assessment of potential impacts related to geology, soils, and seismicity that could result from implementation of the proposed project, including from both the Complete Streets improvements and the Incentive District. Potential geologic, soil, and seismicity hazards addressed in this section include impacts associated with earthquake faults, ground-shaking, liquefaction, landslides, soil erosion, unstable geologic units, expansive soils, and soils adequately supporting wastewater disposal systems.

3.5.1 Environmental Setting

Topography

The proposed project extends approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the city's southern boundary. Generally, the project area is relatively flat and, given its proximity to the Pacific Ocean, has low elevations. While the topography of the project area varies from parcel to parcel, overall, the project area gradually slopes to the south and the west. The topography ranges from a high elevation of approximately 70 feet above mean sea level (amsl) in the northern portion of the project area, and slopes gradually to the south, to a low elevation of approximately 10 feet amsl near the Loma Alta Marsh in the central portion of the project area, before having a slight increase back to approximately 40 feet amsl in the southern portion of the project area. Slopes range from 0 to 9 percent in the project area (NRCS 2016).

Regional and Site Geology

San Diego County can be divided into three distinct geomorphic regions—the Coastal Plain, the Peninsular Ranges, and the Salton Trough (the desert). Each region is characterized by different climatic, topographic, biological, and geologic settings (San Diego County 2011a). The City of Oceanside is located within the Coastal Plain region, which is underlain by layers of marine and non-marine sedimentary rock units from the last 140 million years. The project area is underlain by late to middle Pleistocene-aged (approximately 80,000 to 200,000 years old) marine and continental deposits (ESA 2017).

Soils

Complete Streets Improvements

As shown in **Figure 3.5-1**, soils in the northern portion of the Complete Streets improvements consist of Marina loamy coarse sand, tidal flats, terrace escarpments, and Huerhuero loam (NRCS 2016). Marina loamy coarse soils are somewhat excessively drained with slow to rapid runoff permeability, and tidal flats are very poorly drained (USDA 2016). Huerhuero soils are part of the Antioch soil series, which is found on nearly level to strongly sloping alluvial fans and terraces. Antioch soils are moderately well to somewhat poorly drained, with slow to medium runoff and very slow permeability (USDA 1997).

The central portion of the Complete Streets improvements consists of Tujunga sandy loam, which makes up a majority of the project area. The Tujunga series consists of very deep, somewhat excessively drained soils formed in alluvium from granitic sources (USDA 2015). Tujunga soils are on alluvial fans and floodplains, including urban areas.

A small area of the southern portion of the Complete Streets improvements consists of Carlsbad-Urban land complex. Carlsbad-Urban land complex soils come from the parent material of Ferruginous sandstone, and are moderately well drained (NRCS 2016).

Incentive District

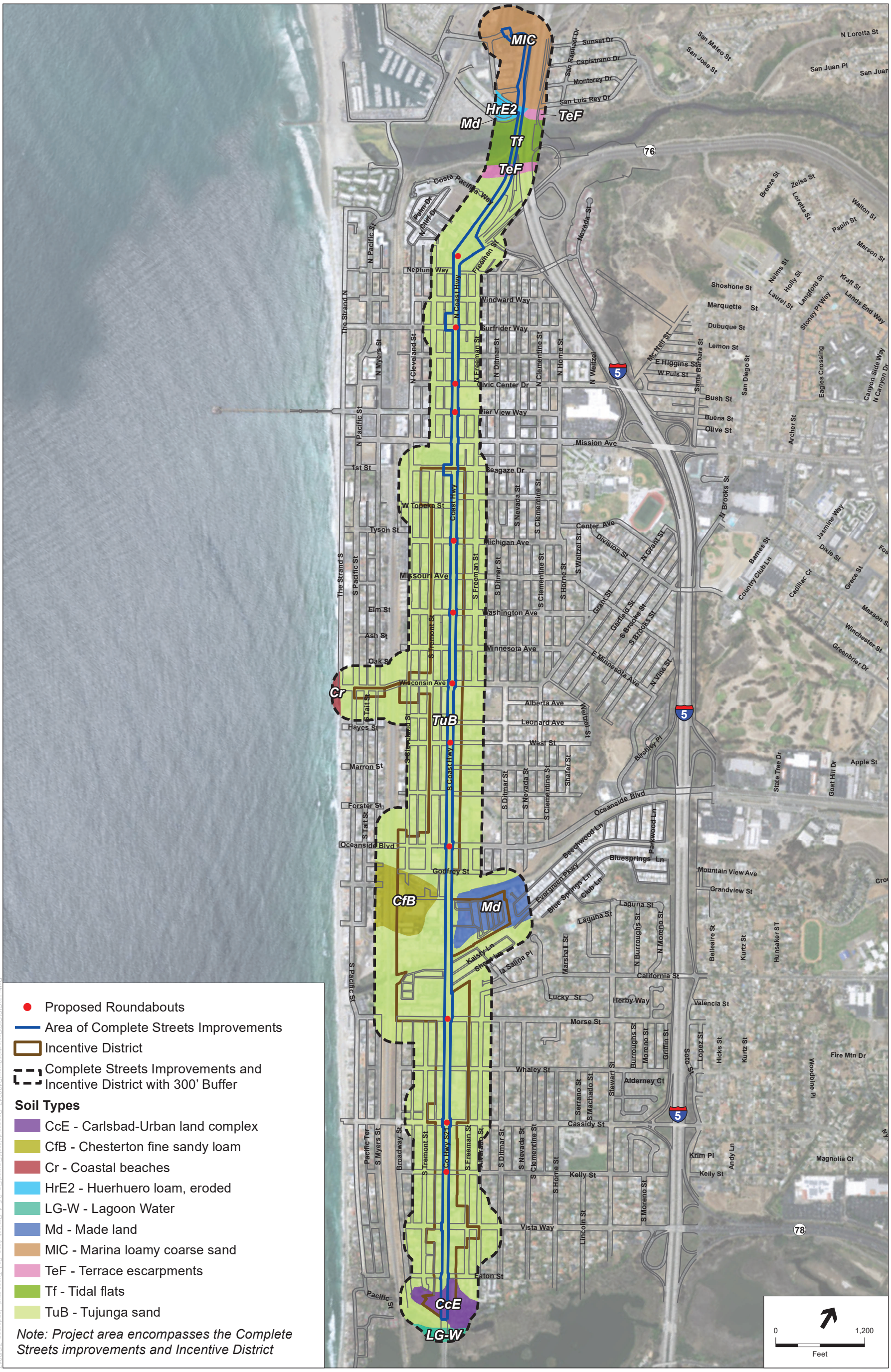
Most of the Incentive District is mapped as Tujunga sandy loam, but also includes Chesterton fine sandy loam, made land (fill), and Carlsbad-Urban land complex. As detailed above, Tujunga series consists of very deep, somewhat excessively drained soils formed in alluvium from granitic sources. Chesterton soils are moderately well-drained and are very slowly-permeable soils found on uplifted marine sediments and old terraces (USDA 1993). Made land are areas created by the man-made activities such as cut and fill operations, disposal of waste material, and other urban activities. Carlsbad-Urban land complex soils come from the parent material of Ferruginous sandstone, and are moderately well drained.

Faults and Seismicity

Regional Faults

San Diego County is a region of known seismic activity (as is almost all of Southern California). The eastern portion of the county contains several sizable active faults, as does the ocean floor just 5 miles offshore. All of San Diego County is located within Seismic Zone 4, which is the highest Seismic Zone and, like most of Southern California, is subject to ground shaking (see Section 1629.4.1 of the California Building Code [CBC]).

There are no known active or potentially active faults within the city of Oceanside or its sphere of influence (City of Oceanside 2002). The Rose Canyon fault is located approximately 5 miles offshore of the project area. In addition to the Rose Canyon fault, the four major active fault zones in proximity to the city includes the Elsinore fault zone, located approximately 25 miles from the coast; San Jacinto fault zone, located approximately 48 miles from the coast; the Agua Caliente fault zone, located 33 miles from the coast; and the San Andreas fault zone, located approximately 77 miles from the coast (City of Oceanside 2002).



SOURCE: City of Oceanside 2016; SanGIS 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.5-1

Project Area Soil Types

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Seismically Induced Hazards

Landslides

Susceptibility of slopes to landslides and other forms of slope failure depends on several factors, including, but not limited to, steep slopes, conditions of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity (City of Oceanside 2002). The project area varies in its topography, but is relatively flat with gradual sloping to the west and south. According to the City of Oceanside's General Plan, areas susceptible to landslides are located inland, starting approximately two miles from the coast. The project area is located in the vicinity of the coast, in an area designated as not susceptible to landslides (City of Oceanside 2002).

Liquefaction, Lateral Spreading, and Subsidence

Liquefaction is a condition that can occur in certain types of saturated soils due to shaking during an earthquake, where soils lose their cohesive strength, causing them to be unable to bear the weight of overlying soils and structures (City of Oceanside 2002). Lateral spreading is the movement of loose soils during an earthquake over low-angle slopes into open areas. Subsidence typically occurs in association with the extraction of groundwater in excess of recharge from a confined aquifer, resulting in compaction of soil pores once occupied by water. Local subsidence can also occur during an earthquake when water is driven out of saturated soils, causing the soils to become more compact (City of Oceanside 2002). Geologic units composed of sand and gravel are less prone to subsidence than clayey or organic soils because the granular structure is better able to support the overlying weight of soil.

As shown in **Figure 3.5-2**, there are several areas within the city of Oceanside, including within the project area, that contain soils subject to liquefaction, lateral spreading, and subsidence hazards. However, the United States Geological Service (USGS) has not recorded historical or current subsidence within the city of Oceanside or the surrounding cities (USGS 2016).

Erosion

Erosion is a normal and inevitable geologic process in which earth materials are loosened, worn away, decomposed, or dissolved, and are removed from one place and transported to another location. Precipitation, running water, waves, and wind can increase the process of erosion. The city of Oceanside is currently experiencing erosion-related problems, specifically related to soft rocks of the La Jolla Group and rapid weathering of granite rocks (City of Oceanside 2002).

Expansive Soils

Certain types of clay soils expand when they are saturated and shrink when dried. These are called expansive soils, and can pose a threat to the integrity of improvements that are built on them without proper engineering. Areas with potential to have expansive soils within the County occur predominately in the coastal plains, but can also be found in valleys and on slopes in the foothills and mountains (County of San Diego 2007). The expansion and contraction of the soil varies with the soil moisture content, and can be aggravated by the way a property is maintained or irrigated. The San Diego County Guidelines for Determining Significance, Geologic Hazards,

lists clay soils found in San Diego County. The list includes Huerhuero soils, which are found within a small area of the northern portion of the project area within the Complete Streets improvements (Figure 3.5-1). The majority of the soils within the project area are primarily sand based, with little expansion properties.

3.5.2 Regulatory Framework

Federal

Earthquake Hazards Reduction Act

The U.S. Congress passed the Earthquake Hazards Reduction Act in 1977, which created the National Earthquake Hazards Reduction Program (NEHRP). The purposed of the NEHRP is to "reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program." The principle behind NEHRP is that earthquake-related losses can be reduced through improved design and construction methods and practices, land use controls and redevelopment, prediction techniques and early-warning systems, coordinated emergency preparedness plans, and public education and involvement programs. There are four federal agencies that can contribute to earthquake mitigation efforts; they have been designated as NEHRP agencies and are as follows: the Federal Emergency Management Agency (FEMA), the National Institute of Standards and Technology (NIST), the National Science Foundation (NSF), and the USGS.

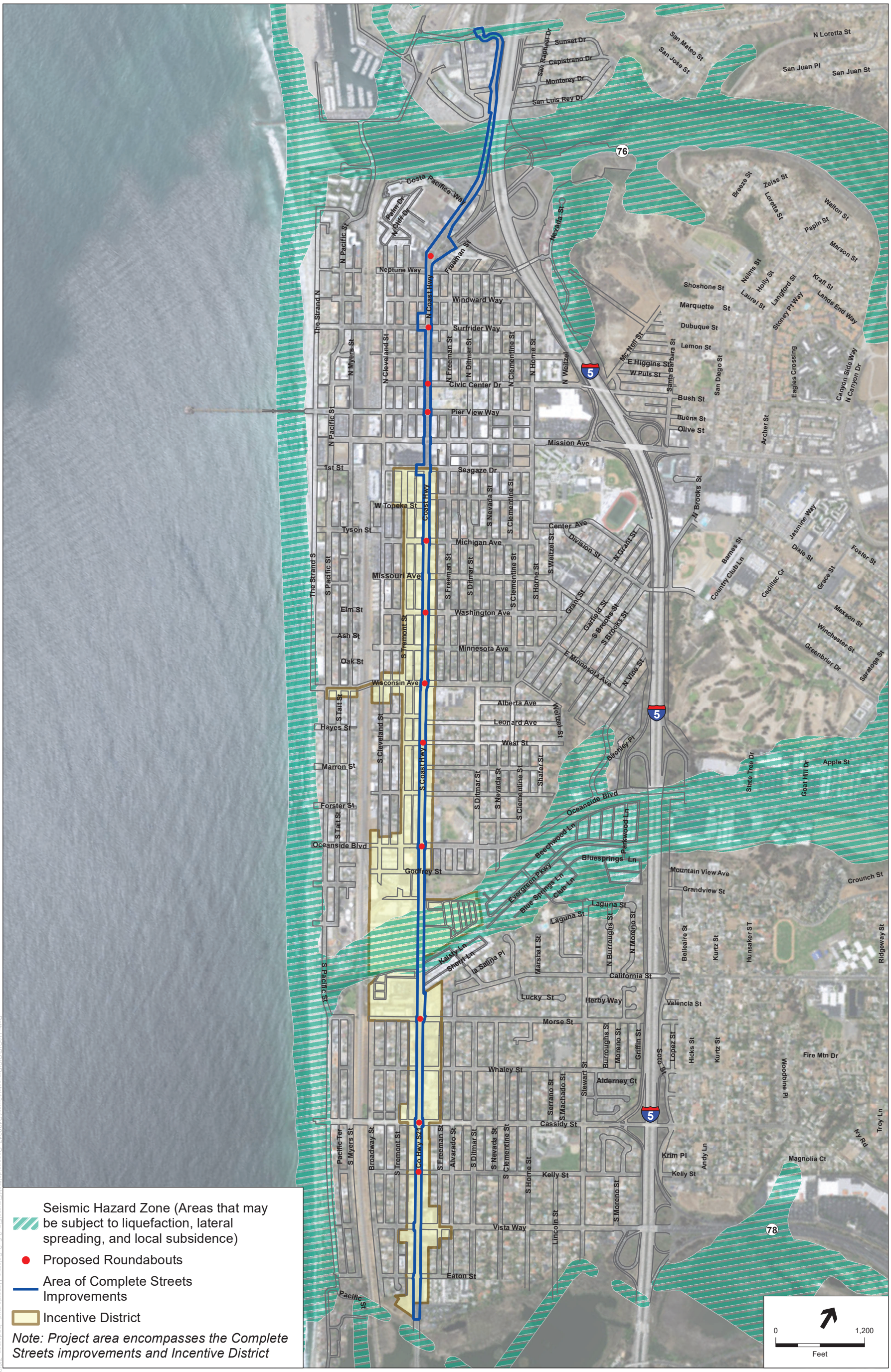
Federal Occupational Safety and Health Administration Regulations

The Occupational Safety and Health Administration's (OSHA's) Excavation and Trenching standard, Title 29 of the Code of Federal Regulations (CFR), Part 1926.650, covers requirements for excavation and trenching operations. OSHA 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.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to protect structures for human occupancy from the hazard of surface faulting. In accordance with the act, the State Geologist has established regulatory zones—called earthquake fault zones—around the surface traces of active faults, and has published maps showing these zones. Buildings for human occupancy may not be constructed across surface traces of faults that are determined to be active. As noted above in Section 3.5.1, there are no known active faults within the project area.



SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.5-2
Seismic Hazards

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Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones, and cities, counties, and other local permitting agencies to regulate certain development projects within these zones. For projects that would locate structures for human occupancy within designated Zones of Required Investigation, the Seismic Hazards Mapping Act requires project applicants to perform a site-specific geotechnical investigation to identify the potential site-specific seismic hazards and corrective measures, as appropriate, prior to receiving building permits. The *CGS Guidelines for Evaluating and Mitigating Seismic Hazards* (Special Publication 117A) provides guidance for evaluating and mitigating seismic hazards (CGS 2008b). The CGS is in the process of producing official maps based on USGS topographic quadrangles, as required by the act. To date, the CGS has not completed delineations for any of the USGS quadrangles in northern San Diego County, including the quadrangle that the proposed project is located in.

California Building Code

The CBC, which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, egress facilities, and general building stability. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all building and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under state law, all building standards must be centralized in Title 24 or they are not enforceable. 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 2016 edition of the CBC is based on the 2015 International Building Code published by the International Code Council. The code is updated triennially, and the 2016 edition of the CBC was published by the California Building Standards Commission on July 1, 2016, and took effect starting January 1, 2017. The 2016 CBC contains California amendments based on the American Society of Civil Engineers Minimum Design Standard ASCE/SEI 7-16, *Minimum Design Loads for Buildings and Other Structures*, provides requirements for general structural design, and includes means for determining earthquake loads[1] as well as other loads (such as wind loads) for inclusion into building codes. Conformance to the current building code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake. However, it is reasonable to expect that a structure designed in accordance with the seismic requirements of the CBC should not collapse in a major earthquake.

[1] A load is the overall force to which a structure is subjected in supporting a weight or mass, or in resisting externally applied forces. Excess load or overloading may cause structural failure.

California Excavation Notification Requirements

California Code of Regulations Section 4216 requires that construction contractors report a project that involves excavation 48 hours prior to breaking ground. This program allows owners of buried installations to identify and mark the location of its facilities before any nearby excavation projects commence. Adherence to this law by contractors of projects reduces the potential of inadvertent pipeline and utility damage and leaks.

California Occupational Safety and Health Administration Regulations

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the work place. In California, the California Division of Occupational Safety and Health (Cal/OSHA) and the federal OSHA are the agencies responsible for ensuring worker safety in the workplace. The OSHA Excavation and Trenching standard (29 CFR 1926.650), described earlier in Section 4.2.2.1, Federal Regulations, covers requirements for excavation and trenching operations, which are among the most hazardous construction activities. Cal/OSHA is the implementing agency for both state and federal OSHA standards.

National Pollutant Discharge Elimination System Construction General Permit

Construction associated with the proposed project may disturb more than 1 acre of land surface and thus affect the quality of stormwater discharges into waters of the United States. Therefore, if ground disturbance is greater than 1 acre of land, the proposed project would be subject to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (Order 2009-0009-DWQ, NPDES No. CAS000002). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb 1 or more acres of land surface, or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The Construction General Permit requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters' risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters' risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards
- Good site management "housekeeping"
- Non-stormwater management
- Erosion and sediment controls
- Run-on and runoff controls
- Inspection, maintenance, and repair
- Monitoring and reporting requirements

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off-site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit.

The SWPPP must be prepared before the construction begins. The SWPPP must contain a site map(s) that delineates the construction work area, existing and proposed buildings, parcel boundaries, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project area. The SWPPP must list BMPs and the placement of those BMPs that the applicant would use to protect stormwater runoff. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Examples of typical construction BMPs include scheduling or limiting certain activities to dry periods, installing sediment barriers such as silt fence and fiber rolls, and maintaining equipment and vehicles used for construction. Non-stormwater management measures include installing specific discharge controls during certain activities, such as paving operations and vehicle and equipment washing and fueling. The Construction General Permit also sets post-construction standards (i.e., implementation of BMPs to reduce pollutants in stormwater discharges from the site following construction).

In the project area, if ground disturbance is greater than 1 acre of land, the Construction General Permit is implemented and enforced by the San Diego Regional Water Quality Control Board (RWQCB), which administers the stormwater permitting program. Dischargers are required to electronically submit a notice of intent (NOI) and permit registration documents (PRDs) in order to obtain coverage under this Construction General Permit. Dischargers are responsible for notifying the RWQCB of violations or incidents of noncompliance, as well as for submitting annual reports identifying deficiencies of the BMPs and how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a state-qualified SWPPP Developer and implementation of the SWPPP must be overseen by a state-qualified SWPPP Practitioner. A Legally Responsible Person, who is legally authorized to sign and certify PRDs, is responsible for obtaining coverage under the permit.

Local

City of Oceanside Standard Urban Stormwater Mitigation Plan

The City has prepared a Standard Urban Stormwater Mitigation Plan (SUSMP) that details measures that must be implemented on-site to protect stormwater quality from on-site conditions, including erosion. The SUSMP includes requirements for all development projects that include the implementation of appropriate source control BMPs, temporary construction BMPs, and permanent stabilization/erosion-control BMPs. The SUSMP includes a low-impact development (LID) design guide for projects that includes incorporation of design features on-site that would control runoff (City of Oceanside 2010).

City of Oceanside General Plan

The City of Oceanside's General Plan Public Safety Element identifies and addresses features or characteristics existing in or near the city that represent a potential hazard to the community's citizens, sites and structures, public facilities, and infrastructure. The following goals and policies from the Public Safety Element are relevant to the proposed project:

> **Goal:** Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.
>
> **Seismic and Geologic Hazards**
>
> 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.

City of Oceanside Grading Ordinance

The City Grading Ordinance established a set of standards regulating the design and construction of building sites and the development of property by grading; to regulate the alteration of the ground surface; to minimize differential settlement and the slipping or sliding of the earth; and to require engineering analysis of expansive soil conditions, erosion control, and drainage. This ordinance involves grading permit provisions (City of Oceanside 1982). All projects requiring grading must submit a grading and erosion-control plan to the City Engineering Division for review. This plan encompasses multiple components, including but not limited to an erosion-control plan, a drainage study, soils report, and site plan (City of Oceanside 2016).

3.5.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact on geology and soils if it would:

1. Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving:
    i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
    ii. Strong seismic ground-shaking.
    iii. Seismic-related ground failure, including liquefaction.
    iv. 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 onsite or offsite landslides, 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) [2], creating substantial risks to life or property.
5. Have soils incapable of adequately supporting septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Impact Analysis

Issue 1: Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault; strong seismic ground shaking; or seismic-related ground failure, including liquefaction or landslides?

Faulting and Ground Shaking

No active faults are located within the city of Oceanside, including the project area. The closest earthquake fault zone to the project area is the Rose Canyon fault, located approximately 5 miles offshore. As the project area is not located on an active fault zone, surface rupture is not anticipated. However, a seismic event could cause strong ground shaking within the project area. Any development occurring within the project area would be required to be constructed in accordance with the CBC and the City's Municipal Code. The CBC requires structural design that can accommodate ground accelerations expected from known active faults. While the project area is located in a seismically active region, and some risk related to seismic ground shaking would remain, compliance with the applicable regulatory CBC standards would lower this risk to less than significant.

Seismic-Related Ground Failure

Complete Streets Improvements

As shown in Figure 3.5-2, a portion of the Complete Streets improvements would be located on soils that are subject to liquefaction hazards. The majority of the Complete Streets improvements would occur on the existing paved road surface itself and would not disturb soils. However, the construction of roundabouts, curb adjustments, and raised medians would require ground disturbance and excavation. In compliance with the CBC, the City would prepare design-level geotechnical evaluations prior to final design and construction of the Complete Streets improvements. Implementing the regulatory requirements in the CBC and local codes regulating construction and the application of proven design criteria that are standard engineering practice would ensure that the improvements are designed to withstand seismic events without sustaining substantial damage. Therefore, impacts related to liquefaction in the Complete Streets improvements area are considered less than significant.

[2] The CBC, based on the International Building Code and the now defunct Uniform Building Code, no longer includes a Table 18-1-B. Instead, Section 1803.5.3 of the CBC describes the criteria for analyzing expansive soils.

Incentive District

Implementation of the Incentive District would encourage redevelopment, including the potential construction of commercial, mixed-use, and residential uses in an area that is currently developed with urban uses. As shown in Figure 3.5-2, the Incentive District is located on underlying soils that could be subject to seismic-related ground failure from liquefaction hazards, increasing the risk of placing development projects on unstable and liquefiable soils. However, through compliance with the CBC, all potential projects within the Incentive District would be required to undergo appropriate design-level geotechnical evaluations prior to final design and construction. Implementing the regulatory requirements of the CBC, adherence to the current CBC and local codes regulating construction, and the application of proven design criteria that are standard engineering practice would ensure that structures are designed to withstand seismic events without sustaining substantial damage or collapsing. Therefore, impacts from seismic-related ground failure from liquefaction in the Incentive District are considered less than significant.

Landslides

The project area varies in its topography, but is relatively flat with gradual sloping to the west and south. Areas within the city susceptible to landslides are located inland, starting approximately 2 miles from the coast (City of Oceanside 2002). The project area is located near the coast in an area where susceptibility to landslides is very low. Therefore, the project area would not likely be subject to landslides or other slope failure. As a result, potential hazards related to landslides would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 2: Would the proposed project result in substantial soil erosion or the loss of topsoil?

Complete Streets Improvements

The majority of the Complete Streets improvements would occur on the existing paved road surface itself and would not disturb soils. However, the construction of roundabouts, curb adjustments, and raised medians would require ground disturbance and excavation, thereby exposing soils and potentially resulting in soil erosion or topsoil loss. Landscape enhancements to sidewalks and medians could also disturb existing soils. Construction of the Complete Streets improvements would occur in phases, and may or may not affect 1 acre or greater of ground surface at a time. If 1 acre or greater is disturbed at a time, the project would be required to comply with the Construction General Permit. This entails preparation and implementation of a site-specific SWPPP that includes erosion- and sediment-control BMPs designed to prevent erosion from occurring on-site and to retain any eroded soils within site boundaries to be redeposited on-site following construction. Areas of ground disturbance that are less than 1 acre would also be required to reduce erosion and sedimentation through compliance with City requirements. The City Grading Ordinance requires submittal of a grading and erosion-control

plan to the City for review prior to issuance of a grading permit, which would ensure erosion-control measures proposed on-site are appropriate for stabilizing soils during construction. Although the Complete Streets improvements constitute a project type that is exempt from City SUSMP treatment requirements, the SUSMP requires all development projects to implement temporary sediment-control BMPs. Erosion and topsoil loss impacts would be less than significant during construction of the Complete Streets improvements.

Following completion of the Complete Streets improvements, the majority of the project area would continue to be paved and developed, and would not contain large areas of exposed soil. Areas of landscaping would contain permeable soils, stabilized by vegetation, resulting in less runoff. Per City SUSMP requirements, all development projects must implement permanent stabilization and erosion-control BMPs to prevent erosion and topsoil loss from occurring during development operation. Therefore, impacts related to erosion and top soil loss during operation of the Complete Streets improvements would be less than significant.

Incentive District

The Incentive District would encourage redevelopment, including increased residential, commercial, and mixed-use development in an area that is entirely developed with urban uses. Although the majority of the Incentive District is developed, ground disturbance activities (e.g., excavation and grading) associated with demolition of existing development and construction of new development has the potential to result in erosion and topsoil loss within the Incentive District. Areas of ground disturbance 1 acre or greater in size would be required to comply with the Construction General Permit, which involves implementation of erosion- and sediment-control BMPs as detailed in the SWPPP prepared for the ground-disturbing activity. These BMPs would help prevent erosion from occurring on-site and retain any eroded soils within site boundaries. Further, any development requiring grading (including those less than 1 acre in size) would be required to comply with the City of Oceanside Grading Ordinance, which includes submittal of a grading and erosion-control plan to the City for review to ensure that erosion and topsoil loss would be minimized during grading activities. All development types, regardless of ground disturbance size, would be required to implement temporary sediment-control BMPs per City SUSMP requirements. Impacts to erosion and topsoil would be less than significant during construction of future development enabled by the Incentive District.

Redevelopment within the Incentive District could encourage new open space, as project applicants would be able to receive a residential density bonus by providing public open space. New open space areas are expected to be landscaped, and vegetation would secure soils in place, which would result in less runoff due to permeable soils. All future projects would be required to incorporate various LID features into their design per City SUSMP requirements; these LID features are intended to control site runoff and in doing so prevent a concentration or increase in flows that could cause erosion and topsoil loss. For these reasons, impacts related to erosion and topsoil loss during operation of development enabled by the Incentive District would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 3: Would the proposed project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the proposed project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Complete Streets Improvements

The Complete Streets improvements would include ground-disturbing activities to construct roundabouts, curb adjustments, and raise medians in an area that is entirely developed with right-of-way uses. The majority of the project area has not been identified as containing unstable geologic units or soils. As discussed under Issue 1, because of the flat nature of the landscape, the project area and the surrounding off-site area would not likely be subject to landslides. The USGS has not recorded historical or current subsidence within the city of Oceanside or the surrounding cities (USGS 2016). However, according to mapping by the City of Oceanside, a portion of the Complete Streets improvements would be located on unstable soils subject to liquefaction, lateral spreading, and subsidence hazards (Figure 3.5-2). The northern portion of the Complete Streets improvements overlapping this seismic hazard zone would take place on a bridge crossing over the San Luis Ray River, and thus improvements would not be located directly on soils subject to hazards. In addition, a small portion of the Complete Streets improvements overlapping the southern seismic hazard zone would also take place on a bridge crossing the Loma Alta Slough, and thus improvements would not be located directly on soils subject to hazards. Nevertheless, as discussed within Issue 1, the City would be required to prepare design-level geotechnical evaluations prior to final design and construction to ensure a reduction of hazards associated with unstable soils. Adherence to the current CBC and local codes regulating construction would ensure that improvements are designed to withstand unstable soil. Therefore, impacts related to unstable soils within the Complete Streets improvements area are considered less than significant.

Incentive District

Implementation of the Incentive District would encourage redevelopment, including the potential construction of commercial, mixed-use, and residential uses in an area that is entirely developed with urban uses. As discussed under Issue 1, the project area and the surrounding off-site area would not likely be subject to landslides due to the flat nature of the area. As shown in Figure 3.5-2, a portion of the Incentive District would be located on unstable soils subject to liquefaction, lateral spreading, and subsidence hazards. However, future project applicants and private developers submitting projects under the Incentive District would be required to prepare design-level geotechnical evaluations prior to final design and construction. While the Incentive District could encourage development on unstable soil, completion of a comprehensive design-level geotechnical investigation and adherence to the current CBC and local codes regulating construction would ensure that structures are designed to withstand unstable soil without sustaining substantial damage

or collapsing. Therefore, impacts related to unstable soils in the Incentive District are considered less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 4: Would the proposed project be located on an expansive soil, creating substantial risks to life or property?

Complete Streets Improvements

The majority of the Complete Streets improvements would occur on the existing paved road surface itself and would not disturb soils. However, the construction of roundabouts, curb adjustments, and raised medians would require ground disturbance and excavation. Soils along the Complete Streets improvements have been mapped as Tujunga sandy loam, Marina loamy coarse sand, Huerhuero loam, tidal flats, terrace escarpments, and Carlsbad-Urban land complex (see Figure 3.5-1). According to the County of San Diego, Huerhuro soils have potential expansive properties (San Diego County 2007). Huerhuro soils are located on a small northern portion of the Complete Streets improvements. However, this portion of soil would not have any ground-disturbing activities. As explained in Chapter 2, Project Description, this segment would be reduced from a total of four lanes to one lane in each direction, and would include Class II striped bicycle lanes and angled parking. These improvements would occur on the existing paved road surface itself. Nevertheless, as discussed under Issue 1 and Issue 3, the City would be required to prepare a design-level geotechnical investigation prior to final design and construction in areas where ground disturbance would occur. Adherence to the current CBC and local codes regulating construction would ensure that expansive soils would be treated or removed prior to construction. Therefore, impacts related to expansive soils within the Complete Streets improvements area would be less than significant.

Incentive District

As shown on Figure 3.5-1, the Incentive District is mapped as Tujunga sand, Chesterton fine sandy loam, made land (fill), and Carlsbad-Urban land complex. None of the soils within the Incentive District include expansive properties and the entire project area subject to the Incentive District is currently developed with urban uses. As such, it is not anticipated for any future project within the Incentive District to be situated on expansive soils such that substantial risks to life or property occur. In addition, adherence to the current CBC and local codes regulating construction would ensure that expansive soils are treated or removed prior to the construction of structures. Therefore, impacts related to expansive soils within the Incentive District are considered less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 5: Would the proposed 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?

Complete Streets Improvements

Sewage generated in the city is currently collected by the municipal sewage system and treated at two wastewater treatment plants (see Section 3.15, Utilities and Service Systems, for more details on wastewater treatment). The Complete Streets improvements do not include the installation of septic systems in the project area and would not affect the city's existing sewer system facilities. Therefore, the Complete Streets improvements would result in no impact regarding soils incapable of adequately supporting septic tanks or alternative waste disposal systems.

Incentive District

The Incentive District would encourage redevelopment, which could increase residential, commercial, and mixed-use development. As described in Section 3.15, Utilities and Service Systems, development would be served by the existing sewage system, and would not include the installation of septic systems or alternative waste water disposal systems. Therefore, the Incentive District would have no impact regarding soils incapable of adequately supporting septic tanks or alternative waste disposal systems.

Mitigation Measures: No mitigation measures are required.

Significance Determination: No impact

3.6 Greenhouse Gas Emissions

This section provides an assessment of potential impacts related to greenhouse gas (GHG) emissions that could result from project implementation. Potential impacts addressed in this section are related to GHG emissions generated by construction and operation of the project and consistency with applicable GHG emissions plans, policies, or regulations. The analysis in this section is based on the Air Quality and Greenhouse Gas Emissions Technical Report (ESA 2017) and the Supplemental Air Quality and Greenhouse Gas Emissions Technical Memo (ESA 2018), which are both included in Appendix C of this EIR. Refer to Appendix C for a detailed description of the methodology used for the GHG analysis.

3.6.1 Environmental Setting

Background on Greenhouse Gases and Climate Change

GHGs are those compounds in the Earth's atmosphere which play a critical role in determining temperature near the Earth's surface. Specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low-frequency infrared energy that is radiated back from the Earth toward space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect.

The major concern with GHGs is increasing GHG concentrations in the atmosphere and the correlation with global climate change. Increased concentrations of GHGs in the Earth's atmosphere, attributed by the Intergovernmental Panel on Climate Change (IPCC) to anthropogenic activities (IPCC 2014), have been linked to global climate change and subsequent conditions such as rising surface temperatures, melting icebergs and snowpack, rising sea levels, and the increased frequency and magnitude of severe weather conditions. Existing climate change models also show that climate warming portends a variety of impacts on agriculture, including loss of microclimates that support specific crops, increased pressure from invasive weeds and diseases, and loss of productivity due to changes in water reliability and availability. In addition, rising temperatures and shifts in microclimates associated with global climate change are expected to increase the frequency and intensity of wildfires. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The GHGs regulated under state law are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference GHG for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). Large emission sources are reported in million metric tons (MMT) of CO_2e.[1]

[1] A metric ton is 1,000 kilograms; it is equal to approximately 1.1 U.S. tons and approximately 2,204.6 pounds.

Some of the potential effects of global warming specifically in California may include loss of snow pack, sea-level rise, more days of extreme heat per year, more days of high ozone (O_3) levels due to increased temperatures, more drought years, and more forest fires (CARB 2009). Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns.

Greenhouse Gas Emission Sources

According to much of the scientific literature on this topic, emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors (CARB 2015). In California the transportation sector is the largest emitter of GHGs, followed by industrial processes (CARB 2015). Emissions of CO_2 are by-products of fossil fuel combustion. CH_4, a highly potent GHG, results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management.

3.6.2 Regulatory Framework

Federal

Clean Air Act

The federal Clean Air Act (CAA) does not specifically regulate GHG emissions; however, the U.S. Supreme Court has determined that GHGs are pollutants that can be regulated under the federal CAA. On December 7, 2009, the U.S. Environment Protection Agency (USEPA) Administrator signed two distinct findings regarding GHGs under Section 202(a) of the federal CAA. The USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6). The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the Clean Air Act consistent with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. There are currently no federal regulations that set ambient air quality standards for GHGs. However, in August 2012, the USEPA adopted vehicle emissions standards for GHGs for model year 2017 through 2025 passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 emission per mile.

State

California Air Resources Board

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California by administering the state implementation plan (SIP). Its primary responsibility lies in ensuring implementation of the 1989 Amendments to the California Clean Air Act (CCAA), responding to

the federal CAA requirements, and regulating emissions from motor vehicles sold in California. CARB also sets fuel specifications to further reduce vehicular emissions. There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, California has passed laws directing CARB to develop actions to reduce GHG emissions, and several state legislative actions related to climate change and GHG emissions have come into play in the past decade.

Executive Order S-03-05

In 2005, in recognition of California's vulnerability to the effects of climate change, then Governor Arnold A. Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. As a result of this order, CARB approved a proposed regulation to implement the low-carbon fuel standard on April 23, 2009, which will reduce GHG emissions from the transportation sector in California by about 16 MMT in 2020.

Executive Order B-30-15

California Governor Edmund G. Brown issued on April 29, 2015, through Executive Order B-30-15, the following GHG emission reduction target:

- By 2030, California shall reduce GHG emissions to 40 percent below 1990 levels.

California Global Warming Solutions Act

California Assembly Bill (AB) 32, codified under Health and Safety Code (HSC) Division 25.5 and referred to as the California Global Warming Solutions Act of 2006, requires CARB to establish a statewide GHG emissions cap for 2020 based on 1990 emission levels. AB 32 required CARB to adopt and enforce programs and regulations that identify and require selected sectors or categories of emitters of GHGs to report and verify their statewide GHG emissions. In December 2007, CARB adopted 427 MT CO_2e as the statewide GHG emissions limit equivalent to the statewide levels for 1990. In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

Climate Change Scoping Plan

In December 2008, CARB approved the AB 32 Scoping Plan outlining the state's strategy to achieve the 2020 GHG emissions limit (CARB 2009b). This scoping plan, developed by CARB in coordination with the Climate Action Team, proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health. The first update to the AB 32 Scoping Plan was approved on May 22, 2014, by CARB. As part of the proposed update to the scoping plan, the emissions reductions required to meet the 2020 statewide GHG emissions limit were further adjusted. With the passage of SB 32, CARB is in the process of preparing the second update to the scoping plan to reflect the 2030 target established in Executive Order B-30-15 and SB 32.

Senate Bill 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. On September 23, 2010, CARB adopted the vehicular GHG emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs). The targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. The San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS) reduction target for per capita vehicular emissions is 7 percent by 2020 and 13 percent by 2035 (SANDAG 2011).

Senate Bill 97

SB 97, enacted in August 2007, required the Office of Planning and Research (OPR) to develop guidelines for the mitigation of GHG emissions, or the effects related to releases of GHG emissions. On April 13, 2009, the OPR submitted proposed amendments to the Natural Resources Agency in accordance with SB 97 regarding analysis and mitigation of GHG emissions. As directed by SB 97, the Natural Resources Agency adopted amendments to the CEQA Guidelines for GHG emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments became effective on March 18, 2010.

Title 24, Building Standards Code and California Green Building Standards Code

The California Energy Commission first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices." When the CALGreen Code went into effect in 2009, compliance through 2010 was voluntary. As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and nonresidential buildings, which include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.

Renewables Portfolio Standard

On April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard, which mandates that a set proportion of the state's energy be generated using renewable sources (e.g., solar, wind, hydroelectric), to 33 percent by 2020. SB 350 (Chapter 547, Statues of 2015) further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 was signed into law on October 7, 2015.

Regional

Sustainable Communities Strategies

In October 2015, SANDAG adopted the 2015 SCS, which builds on the previous 2011 SCS and directs investments within existing urbanized areas to encourage growth within existing higher-density urban boundaries and discourages urban and suburban sprawl. Elements of the 2011 SCS that have been implemented include the completion of bicycle and pedestrian projects and the expansion of transit with new rapid bus service. The goals of the 2015 SCS include increasing the number of homes and jobs near transit, reducing transit travel time, and achieving economic benefits due to reduced congestion and the construction of transportation infrastructure, as well as reducing air pollutant emissions.

Local

Oceanside Climate Action Element

In October 2016, the City held two public workshops on the City's General Plan Update, which includes development of a Climate Action Element (E-CAP). The purpose of the E-CAP planning effort is to identify how the City can do its part to achieve State GHG emission reduction goals, provide measures for the City to mitigate its GHG emissions impact, and establish a method to determine whether future actions, such as approval of development projects, are consistent with the GHG emission reduction goals. The E-CAP will establish goals, objectives, and policies that move the City toward a sustainable future (e.g. improved energy efficiency, expanded renewable energy use, reduced greenhouse gas emissions, and adaptation to the anticipated impacts of climate change). The final E-CAP is anticipated to be released in 2018.

City of Oceanside General Plan

The City of Oceanside's General Plan Circulation Element includes goals and policies to reduce GHG emissions within the city. The following goals and policies from Circulation Element are relevant to the proposed project:

> **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.

Pedestrian Facilities

> **Goal 5:** Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit oriented development, traffic calming and reducing traffic congestion and greenhouse gas emissions.

Intelligent Transportation System Technologies

> **Objective ii:** Improve air quality and reduce greenhouse gas emissions through traffic signal optimization and the use of advanced signal control technologies.

Transportation Demand Management

> **Policy 4.9:** The City shall look for opportunities to incorporate TDM [transportation demand management] programs into their Energy Roadmap that contributes to state and regional goals for saving energy and reducing greenhouse gas emissions.

3.6.3 Impact Assessment

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, a project would have a significant effect on GHG emissions if it would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

The increased concentration of GHGs in the atmosphere has been linked to global warming, which can lead to climate change. Construction and operation of the project would incrementally contribute to GHG emissions along with past, present, and future activities, and the CEQA Guidelines acknowledge this as a cumulative impact. Therefore, impacts of GHG emissions are analyzed here on a cumulative basis.

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. The SDAPCD does not have quantitative thresholds for determining significance of construction or operational impacts. However, the County of San Diego provides guidance and thresholds for air quality analysis in its County of San Diego 2015 GHG Guidance:

Recommended Approach to Addressing Climate Change in CEQA Documents (County of San Diego 2015). A screening threshold of 900 MT of CO_2e per year is being used by the County as a conservative criterion for determining the size of projects that would require further analysis and mitigation with regard to climate change. This screening threshold would achieve the state's objective of capturing 90 percent of the GHG emissions from new development projects in the residential/commercial sectors. If a project were to exceed the 900 MT of CO_2e per year threshold, the project would have a cumulatively considerable impact.

Impact Analysis

Issue 1: Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Complete Streets Improvements

The Complete Streets improvements are expected to result in a change in GHG emissions only during construction. Construction-related GHG emissions for the Complete Streets improvements were estimated using the same assumptions as the air quality analysis, and accounts for the completion of 12 roundabouts and associated Complete Streets improvements. Total estimated construction-related GHG emissions are shown in **Table 3.6-1**.

As shown in Table 3.6-1, the total estimated GHG emissions during construction of the Complete Streets improvements would be approximately 1,858 MT of CO_2e, which would equate to approximately 62 MT of CO_2e per year after amortization over 30 years.

TABLE 3.6-1
ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS

Emission Source	Estimated CO_2e Emissions
Total Construction Emissions (2017)	1,858 (MT)
Annual Construction (Amortized over 30 years)	**62 (MT/yr)**

CO_2e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

SOURCE: ESA CalEEMod Modeling, August 2016.

The operation of the Complete Streets improvements is not expected to result directly in changes in area/indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, and solid waste generation. According to the traffic impact analysis (TIA) prepared for the project (IBI 2018), the Complete Streets improvements are not expected to result in any net increases in vehicle trips when compared to existing baseline conditions. Therefore, operation of the Complete Streets improvements would result in no impacts. The combined construction and operational impacts from the Complete Streets improvements would be less than significant, as GHG emissions would not exceed the threshold.

Incentive District

Information regarding specific future redevelopment projects within the Incentive District would be needed in order to quantify the level of impact associated with construction activities. However, given the amount of potential development associated with implementation of the Incentive District, it is reasonable to assume that on a programmatic-level, some large-scale construction activities with specific construction schedules and scenarios (i.e., emissions per day) could exceed thresholds and result in a significant impact. Construction of the Incentive District would be dependent on the market needs, however based on the analysis described under Issue 2 above, the maximum emissions would be 1,738 MT CO_2e annually with an amortized rate of 58 MT CO_2e annually.

The operation of the potential future redevelopment within the Incentive District would result in a change in area and indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, and solid waste generation. In addition, development under the Incentive District would add vehicle trips to the future traffic volumes when compared to existing baseline traffic volumes (IBI 2018). The traffic analysis conducted for the project accounts for different land use conditions in the Future 2035 with Project scenario. This scenario accounts for the Complete Streets improvements and the development and/or redevelopment which may occur under the Incentive District.

Total Greenhouse Gas Emissions

Complete Streets Improvements

The estimated operational GHG emissions resulting from the Complete Streets improvements are shown in **Table 3.6-2,** and only the construction-related GHG emissions contribute to the overall GHG emissions (i.e., there would be no change in operational emissions). As shown in Table 3.6-2, the total net annual GHG emissions associated with the Complete Streets improvements would be approximately 62 MT of CO_2e per year (detailed calculations are included in Appendix C of this EIR), which would not exceed the County's proposed screening level threshold of 900 MT of CO_2e per year. Therefore, the net increase in GHG emissions associated with the Complete Streets improvements would be less than significant.

TABLE 3.6-2
ESTIMATED CONSTRUCTION GHG EMISSIONS

Emission Source	Estimated Emissions CO_2e (MT/yr)
Annual Construction (Amortized over 30 years)	***62***
Total Annual GHG Emissions	***62***
Screening Level Threshold	***900***
Significant Impact?	No

CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

SOURCE: ESA CalEEMod Modeling, August 2016.

Incentive District

Information regarding specific development projects within the Incentive District, such as trip generation, and energy usage, would be needed in order to quantify GHG emissions from construction and operational activities. Project development screening levels were evaluated to determine typical project types and sizes that would result in a net change in GHG emissions less than the threshold of significance. In general, individual residential and commercial projects that would be developed pursuant to adoption of the Incentive District that result in a net increase in development over existing project site conditions less than the following screening levels would likely not individually exceed the GHG screening threshold:

- Mid-rise residential up to a net increase of 66 dwelling units over existing site conditions
- Fast food restaurant with drive-through up to a net increase of 2,930 square feet over existing site conditions
- High-turnover sit-down restaurant up to a net increase of 8,080 square feet over existing site conditions
- Strip mall retail up to a net increase of 23,500 square feet over existing site conditions
- General office building up to a net increase of 50,000 square feet over existing site conditions

Example mixed-use project scenarios that would result in a net increase in development over existing project site conditions less than the following screening levels would likely not individually exceed the GHG screening threshold:

- Mixed-use consisting of the following uses:
  - Mid-rise residential up to a net increase of 25 dwelling units over existing site conditions
  - Fast food restaurant with drive-through up to a net increase of 1,400 square feet over existing site conditions
  - Strip mall retail up to a net increase of 3,350 square feet over existing site conditions
- Mixed-use consisting of the following uses:
  - Mid-rise residential up to a net increase of 30 dwelling units over existing site conditions
  - High-turnover sit-down restaurant up to a net increase of 2,800 square feet over existing site conditions
  - General office building up to a net increase of 10,000 square feet over existing site conditions

Individual projects that exceed the land use screening levels above, or an equivalent combination of the land use screening levels for a mixed-use development, could potentially exceed the GHG screening threshold. As discussed in Section 3.6.2, as of October 2016, the City is in the process of developing an E-CAP), the purpose of which is to identify how the City can do its part to achieve state GHG emission reduction goals, provide measures for the City to mitigate its GHG emissions impact, and establish a method to determine whether future actions, such as approval of

development projects, are consistent with the GHG emission reduction goals. The E-CAP is anticipated to be released in 2018. Therefore, project consistency with the E-CAP cannot be evaluated at this time. Nonetheless, it is expected that individual development projects within the Incentive District would undergo a consistency analysis with applicable measures in the E-CAP after its adoption through the public process, which could potentially streamline the determination of GHG impacts under CEQA.

As the California Air Pollution Control Officers Association (CAPCOA) notes, the question of potential impacts to climate change from increases in GHG emission is uniquely cumulative in nature (CAPCOA 2008). Emissions from the operation of development projects would arise largely from mobile sources and electricity production, and both are sources of emissions regulated at the state level with clear mandates and milestones to reduce the GHG intensity of vehicular fuels and supplied power. As discussed above, current and future Title 24 standards will result in highly efficient buildings, with relatively low GHG footprints. The Title 24 standards also require that new buildings be "solar ready" and provide appropriate equipment, wiring, and solar zone, which is a section of the roof designated and reserved for the future installation of a solar electric or solar thermal system.

However, given the amount of development that could occur with implementation of the Incentive District, it is reasonable to assume that in the aggregate, development projects could eventually result in a net increase in GHG emissions over current emission levels in excess of the County's proposed screening level threshold which is 900 MT of CO_2e per year. Therefore, implementation of the Incentive District could result in significant GHG emissions, and mitigation is required. Compliance with current and future Title 24 standards and **MM Incentive District AIR-2** would result in development projects which are more energy efficient than current development, relying on a wide array of strategies such as, possibly, solar water heating and photovoltaic roofs, Energy Star appliances, etc., resulting a reduction in GHG emissions as compared to current practices. There are no additional feasible mitigation measures available. Thus, even with **MM Incentive District AIR-2**, the net increase in GHG emissions in the aggregate could exceed thresholds, and impacts are considered significant and unavoidable.

Mitigation Measures: Implementation of **MM Incentive District AIR-2**.

Significance Determination: Significant and unavoidable

Issue 2: Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Of the recommended actions contained in CARB's Scoping Plan Action T-3 (Regional Transportation-Related Greenhouse Gas Targets) would apply to the project. CARB Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking.

The Complete Streets project would be designed to allow for continuous bicycle facilities and streetscape improvements, and therefore, is consistent with the recommended actions in the CARB's Scoping Plan. Therefore, the Complete Streets improvements portion of the project would be consistent with the Scoping Plan measures.

Similarly, the Incentive District would be designed to allow for continuous bicycle facilities and streetscape improvements, and therefore is consistent with this recommendation in the CARB Scoping Plan. The Incentive District's goal is to increase population density and revitalization of the community. This is consistent with regional plans to reduce transportation-related GHG emissions as part of the overall statewide strategy under AB 32. The project would be supportive of the goals and benefits of the SANDAG RTP/SCS, which seeks "to guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented, and compact" (SANDAG 2011).

As discussed previously, the TIA for the project shows that daily per capita VMT under future year 2035 with project conditions would be reduced compared to the 2008 model base year and future no project conditions by approximately 4 percent and 10 percent, respectively (IBI 2018). The project would reduce per capita VMT by locating more people near residential and commercial land uses and services, which would allow residents to walk to both places of employment and play. Because both the Complete Streets and Incentive District would be generally consistent with the scoping plan measures and the SANDAG RTP/SCS, impacts would be less than significant.

As discussed previously, the City is in the process of developing an E-CAP with an anticipated release date in 2018. Therefore, project consistency with the E-CAP cannot be evaluated at this time. Nonetheless, it is expected that individual development projects within the Incentive District would undergo a consistency analysis with applicable measures in the E-CAP after its adoption through the public process, which could potentially streamline the determination of GHG impacts under CEQA and provide additional evidence supporting the project's consistency with applicable GHG reduction plans and policies.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

3.7 Hazards and Hazardous Materials

This section provides an assessment of potential impacts related to hazards and hazardous materials that could result from project implementation. Potential hazards addressed in this section include releases of hazardous materials during construction, use of hazardous materials during operation, hazardous materials in soil and groundwater, and hazards related to aviation, emergency preparedness, and wildfires.

3.7.1 Environmental Setting

Hazardous Materials Definition

The term "hazardous materials" refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials, including wastes, may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the following four characteristics: toxicity (causes adverse human health effects), ignitability (has the ability to burn), corrosivity (causes severe burns or damage to materials), or reactivity (can react violently, explode, or generate vapors). The term "hazardous material" is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code, Section 25501[o]).

In some cases, past industrial or commercial activities may have resulted in spills or leaks of hazardous materials, resulting in soil and/or groundwater contamination. Excavated soils having concentrations of certain contaminants, such as lead, gasoline, or industrial solvents, that are higher than certain acceptable levels must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations (CCR), Title 22, Sections 66261.10 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste.

Federal and state laws require that hazardous materials be specially managed. California regulations are compliant with federal regulations and in most cases, are more stringent. Regulations also govern the management of potentially hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls (PCBs) during demolition activities that could potentially disturb existing building materials.

Historic Property Uses

Coast Highway was paved in 1918 and was officially commissioned as one of the original U.S. highways in the late 1920s. During the decades between 1920 and 1940, the car culture phenomenon encouraged the expansion of auto-related businesses, such as service stations, car dealerships, and auto supply stores, along the Highway (Torti Gallas 2009). Historic aerial photographs dating back to 1938 were reviewed to identify land uses (NETR 2015). The parcels of land along Coast Highway appear to have supported some commercial and residential uses

with patches of vacant land until the mid-1960s. The parcels have largely developed with primarily commercial uses along the Coast Highway since the 1960s.

Hazardous Material Sites

Based on a review of hazardous material databases (see Section 3.7.2, "Regulatory Framework," below), hazardous materials may currently be or previously have been stored and used at numerous facilities and locations within the project vicinity for a variety of purposes. Some of these facilities within the area may have experienced unauthorized releases into soil or groundwater, and these releases may or may not have been reported to the appropriate agency or agencies.

A search of the State Water Resources Control Board (SWRCB) GeoTracker and the Department of Toxic Substances Control (DTSC) EnviroStor databases revealed that there are hazardous sites located along the project area. Facilities which are listed as "completed – case closed" are not discussed, as they do not represent an environmental concern.

There are a number of active leaking underground storage tanks (LUST) sites under investigation and cleanup within the project area, including the following:

- Arco Facility #9749 (802 North Coast Highway)
- Buck's Texaco (628 South Coast Highway)
- Pop's Hot Rod Garage (305 Wisconsin Avenue)
- Rashid South Hill Shell (1202 South Coast Highway)
- H.G. Fenton (1517 South Coast Highway)
- Mobil 18-GCL (1742 South Coast Highway)
- Econo Lube'N Tube (1942 South Coast Highway)
- Golden State Gas Inc. (1943 South Coast Highway)

In addition, Tri-City Plating, Inc. (1307 South Coast Highway) is designated as a State Response cleanup site with groundwater potentially affected by volatile organic compounds due to metal plating activities.

Sensitive Receptors

Preschools, schools, daycare centers, nursing homes, and hospitals are considered sensitive receptors for hazardous material issues because children and the elderly are more susceptible than adults to the effects of many hazardous materials. The following are schools and known day care centers within 0.25 mile of the project area:

- Oceanside High School located at 1 Pirates Cove Way, approximately 0.24 mile east of the Complete Streets improvements (Segment 2)
- Sweet Busy Bees Center located at 901 Pier View Way, approximately 0.22 mile east of the Complete Streets improvements (Segment 2)

- Diego Valley Charter School at 815 Mission Avenue, approximately 0.15 mile east of the Complete Streets improvements (Segment 2)
- Saint Mary Star of the Sea School at 515 Wisconsin Avenue, adjacent to the Incentive District and Complete Streets improvements (Segment 3)
- Ditmar Elementary School at 1125 South Ditmar Street, adjacent to the Incentive District and Complete Streets improvements (Segment 3)
- South Oceanside Elementary School located at 1806 South Horne Street, approximately 0.23 mile east of the Incentive District and Complete Streets improvements (Segment 5)
- Children's House of Oceanside Preschool and Toddlers located at 1004 Vista Way, approximately 0.20 mile east of the Incentive District and Complete Streets improvements (Segment 5)

Airports

The nearest public airport to the project area is Oceanside Municipal Airport, located approximately 1.8 miles northeast of the project area. According to the Oceanside Municipal Airport Land Use Compatibility Plan (ALUCP), the northern portion of the project area is located within the Airport Influence Area, the Federal Aviation Administration (FAA) Height Notification Boundary, and within the Airport Overflight Notification Area (ALUC 2010).

The nearest private airstrip to the project area is the Marine Corps Air Station (MCAS) Camp Pendleton Airport, located approximately 6 miles northeast of the project area. According to the MCAS Camp Pendleton Airport LUCP, the project area is located outside of the Airport Influence Area, FAA Height Notification Boundary, Airport Overflight Notification Area, and the designated safety areas (ALUC 2008).

Wildfires

Both the State of California and County of San Diego map the Fire Hazard Severity Zones (FHSZs) within San Diego County. According to the California Department of Forestry and Fire Protection (CALFIRE), the FHSZs are based on an evaluation of fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting. The proposed project is within a Local Responsibility Area (LRA) unzoned Fire Hazard Severity Zone, also referred to as "non-very high fire hazard severity zone" (CALFIRE 2007). Therefore, the project area has a low potential for risk of wildfire hazards.

Evacuation Routes

The City of Oceanside General Plan Public Safety Element includes evacuation routes for people who are forced from their homes during a disaster. The main through streets and highways within the city would be the primary relocation routes, and schools would serve as refuge centers capable of providing food and shelter (City of Oceanside 2002). Coast Highway, including within the project area, is a designated evacuation route for the city.

3.7.2 Regulatory Framework

Federal

Resources Conservation and Recovery Act

The Resources Conservation and Recovery Act (RCRA) is the principal law governing the management and disposal of hazardous materials. RCRA is considered a "cradle to grave" statute for hazardous wastes in that it addresses all aspects of hazardous materials from creation to disposal. RCRA applies to this project because RCRA is used to define hazardous materials and provide requirements for their storage, use, and disposal; off-site disposal facilities and the wastes each may accept are regulated under RCRA.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) improved community access to information regarding chemical hazards and facilitated the development of business chemical inventories and emergency response plans. EPCRA also established reporting obligations for facilities that store or manage specified chemicals. Under EPCRA, contractors using hazardous materials (e.g., fuels, paints and thinners, solvents) would be required to prepare and implement written emergency response plans to properly manage hazardous materials and respond to accidental spills.

US Department of Transportation Hazardous Materials Transportation Act of 1975

The U.S. Department of Transportation (US DOT), in conjunction with the U.S. Environmental Protection Agency (USEPA), is responsible for enforcement and implementation of federal laws and regulations pertaining to safe storage and transportation of hazardous materials. The Code of Federal Regulations (CFR) 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

The Federal Motor Carrier Safety Administration

The Federal Motor Carrier Safety Administration, a part of the US DOT, issues regulations concerning highway transportation of hazardous materials, the hazardous materials endorsement for a commercial driver's license, highway hazardous material safety permits, and financial responsibility requirements for motor carriers of hazardous materials. Contractors would be required to comply with the Federal Motor Carrier Safety Administration storage and transportation requirements to reduce the possibility of spills.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) is the federal agency responsible for ensuring worker safety. These regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling. Under OSHA, contractors would be required to comply with hazardous materials management and handling requirements to reduce the possibility of spills.

Hazardous Materials Transport Act

The US DOT, in conjunction with the USEPA, is responsible for implementation and enforcement of federal laws and regulations pertaining to transportation of hazardous materials. The Hazardous Materials Transportation Act of 1974 directs the US DOT to establish criteria and regulations regarding the safe storage and transportation of hazardous materials. Code of Federal Regulations (CFR) 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

Federal Regulation 49 Code of Federal Regulations Part 77

The FAA is the federal agency that identifies potential impacts related to air traffic and related safety hazards. CFR Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification serves as the basis for:

- Evaluating the effect of the proposed construction or alteration on operating procedures
- Determining the potential hazardous effect of the proposed construction on air navigation
- Identifying mitigating measures to enhance safe air navigation
- Charting of new objects

FAA Federal Aviation Regulation (FAR) Part 77 includes the establishment of imaginary surfaces (airspace that provides clearance of obstacles for runway operation) that allows the FAA to identify potential aeronautical hazards in advance, thus preventing or minimizing adverse impacts to the safe and efficient use of navigable airspace. The regulations identify three-dimensional imaginary surfaces through which no structure should penetrate. The nearest public airport to the project area is Oceanside Municipal Airport; the project area is not located within the airport's FAA FAR Part 77 Airspace Surfaces. Section 77.17 (Obstruction Standards) also states that an object would be an obstruction to air navigation if it is higher than 200 feet above ground level. Exceedance of 200 feet above ground level or the 100:1 imaginary surface requires notification to FAA (per FAA FAR Part 77). An object that would be constructed or altered within the height restriction or imaginary surface area of the airport is not necessarily incompatible (ALUP 2008), but would be subject to FAA notification and an FAA aeronautical study to determine whether the proposed structures would constitute a hazard to air navigation.

State

Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.)

The Hazardous Waste Control Act (HWCA) is the state equivalent of RCRA and regulates the generation, treatment, storage, and disposal of hazardous waste. This act implements the RCRA "cradle-to-grave" waste management system in California but is more stringent in its regulation of non-RCRA wastes, spent lubricating oil, small-quantity generators, transportation and permitting requirements, as well as in its penalties for violations.

California Hazardous Materials Release Response Plans and Inventory Law of 1985

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires preparation of hazardous materials business plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state. Local agencies are responsible for administering these regulations.

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including the California Environmental Protection Agency (CalEPA) and the California Emergency Management Agency. The California Highway Patrol and the California Department of Transportation enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways.

Health and Safety Code, Section 2550 et seq.

This code and the related regulations in 19 California Code of Regulations (CCR) 2620, et seq., require local governments to regulate local business storage of hazardous materials in excess of certain quantities. The law also requires that entities storing hazardous materials be prepared to respond to releases. Those using and storing hazardous materials are required to submit a Hazardous Materials Business Plan to their local Certified Unified Program Agency (CUPA) and to report releases to their CUPA and the State Office of Emergency Services.

California Division of Occupational Safety and Health

The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many entities to prepare injury and illness prevention plans and chemical hygiene plans, and provides specific regulations to limit exposure of construction workers to lead. Under Cal/OSHA, contractors are required to comply with its handling and use requirements to increase worker safety and reduce the possibility of spills, and to prepare an emergency response plan to respond to accidental spills.

Health and Safety Code, Section 25270, Aboveground Petroleum Storage Act

Health and Safety Code Sections 25270 to 25270.13 apply to facilities that operate a petroleum aboveground storage tank with a capacity greater than 660 gallons or combined aboveground storage tanks capacity greater than 1,320 gallons or oil-filled equipment where there is a reasonable possibility that the tank(s) or equipment may discharge oil in “harmful quantities” into navigable waters or adjoining shore lands. If a facility falls under these criteria, it must prepare a Spill Prevention Control and Countermeasure (SPCC) Plan.

Government Code Section 65962.5, Cortese List

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the Legislator who authored and enacted the legislation). The list, or a site's presence on the list, has bearing on the local permitting process, as well on compliance with CEQA. There are nine Cortese List sites located within the project area. The comprehensive "Cortese List" includes the following facilities or sites:

- Hazardous materials sites from DTSC's EnviroStor database
- Leaking underground storage tank and other hazardous materials sites from SWRCB's GeoTracker database
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit
- "Active" Cease and Desisted Orders (CDO) and Cleanup and Abatement Orders (CAO) sites from the SWRCB
- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC

Government Code Section 1541, Utility Notification Requirements

Title 8, Section1541 of the CCR requires excavators to determine the approximate locations of subsurface utility installations (e.g., sewer, telephone, fuel, electric, water lines, or any other subsurface installations that may reasonably be encountered during excavation work) prior to opening an excavation. The California Government Code (Section 4216 et seq.) requires owners and operators of underground utilities to become members of and participate in a regional notification center. According to Section 4216.1, operators of subsurface installations who are members of, participate in, and share in the costs of a regional notification center are in compliance with this section of the code. Underground Services Alert of Southern California (known as DigAlert) receives planned excavation reports from public and private excavators and transmits those reports to all participating members of DigAlert that may have underground facilities at the location of excavation. Members will mark or stake their facilities, provide information, or give clearance to dig (DigAlert 2014).

California Fire Code

The California Fire Code, Article 80, includes specific requirements for the safe storage and handling of hazardous materials. These requirements reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following design features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition
- Spill control in all storage, handling, and dispensing areas
- Separate secondary containment for each chemical storage system

The California Fire Code, Article 79, includes specific requirements for the safe storage and handling of flammable and combustible liquids. Specific requirements address fire protection; prevention and assessment of unauthorized discharges; labeling and signage; protection from sources of ignition; specifications for piping, valving, and fittings; maintenance of above-ground tanks; requirements for storage vessels, vaults, and overfill protection; and requirements for dispensing, using, mixing, and handling of flammable and combustible liquids (California Building Standards Commission 2013).

Local

Certified Unified Program Agency

In 1993, Senate Bill (SB) 1082 was passed by the State Legislature to streamline the permitting process for those businesses that use, store, or manufacture hazardous materials. The passage of SB 1082 provided for the designation of a CUPA that would be responsible for the permitting process and collection of fees. The CUPA would be responsible for implementing at the local level the unified program, which serves to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs:

- Hazardous Waste
- Hazardous Materials Business Plan
- California Accidental Release Prevention Program
- Underground Hazardous Materials Storage Tanks
- Aboveground Petroleum Storage Tanks/Spill Prevention Control and Countermeasure Plans
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment (tiered permitting) Programs

In the County of San Diego, the Hazardous Materials Division of the San Diego County Department of Environmental Health is designated as the CUPA responsible for implementing the above-listed program elements. The laws and regulations that established these programs require that businesses that use or store certain quantities of hazardous materials submit a Hazardous Materials Business Plan that describes the hazardous materials usage, storage, and disposal to the CUPA. The contractors constructing the project and City of Oceanside as the lead agency of the project would be required to prepare and implement an Hazardous Materials Business Plan.

County of San Diego Hazardous Waste Management Plan

San Diego County adopted a Hazardous Waste Management Plan pursuant to state law. The plan identifies means to minimize generation of hazardous waste and to dispose of waste generated within the County. The City of Oceanside adopted portions of the County's Hazardous Waste Management Plan as Chapters I through XI of the City's General Plan Hazardous Waste Management Element.

San Diego County Emergency Operations Plan

The San Diego County Office of Emergency Services (OES) is the designated lead agency for emergency response within the County, including within the City of Oceanside, and coordinates the implementation of the San Diego County Emergency Operations Plan (EOP). The San Diego County EOP identifies potential evacuation routes within the County that include, but are not limited to, Interstate 5, 8 and 15; State Highway 76 and 78, and numerous major and secondary highways. The project area is not located within an emergency evacuation route identified in the County of San Diego General Plan (County of San Diego 2011).

City of Oceanside Zero Waste Strategic Resource Management Plan

In 2012, the City of Oceanside passed a Zero Waste Strategic Resource Management Plan to ensure that the City retains its current high levels of stable, environmentally sound solid waste collection and disposal at the lowest possible costs (Oceanside 2017). The plan provides recommendations for the following solid waste collection and disposal system components: contract issues, collection service, disposal service, recycling service, and household hazardous waste disposal. The Zero Waste Strategic Resource Management Plan has allowed the City to implement programs and provide resources to the community that have increased the City's diversion rate from 58 percent to 71 percent in less than 3 years. The goal of the plan is for the city to have a 75 percent diversion rate by 2020.

City of Oceanside Emergency Plan

The City of Oceanside adopted an Emergency Plan in 1973, which forms the basis for the conduct and coordination of emergency operations within the City. The Emergency Plan provides a system for the effective management of emergency situations; identifies lines of authority and relationships; assigns tasks and responsibilities; ensures adequate facilities, services, and resources; and provides a framework for adequate resources for recovery operations (City of Oceanside 2009).

City of Oceanside General Plan

The State of California requires that each city adopt a comprehensive general plan that provides long-term guidance for development within the city's jurisdiction. The sections of the City of Oceanside General Plan that address goals and policies related to hazards and hazardous materials are the Public Safety Element and the Hazardous Waste Management Element. Both of these elements are described in greater detail below.

Public Safety Element

The Public Safety Element identifies potential hazards to the community's citizens, sites and structures, public facilities, and infrastructure. The Public Safety Element establishes policies to minimize dangers to residents, workers, and visitors, while identifying actions needed to manage crisis situations such as earthquakes, floods, and fires. Evacuation routes and refuge centers are identified within the Public Safety Element. Coast Highway, including within the project area, is a designated evacuation route for the city. The following goals and policies related to hazards and hazardous materials are applicable to the proposed project:

Goal: Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.

Fire Hazard Policy 1: Maintain the necessary equipment, personnel and water supply levels required for the current class 3 and class 9 insurance ratings, which apply to properties within five road miles of a fire station and within 1,000 feet of a fire hydrant and to properties within five road miles of a fire station but beyond 1,000 feet of a fire hydrant, respectively.

Fire Hazard Policy 2: Continue an active and effective fire prevention program through public education, code enforcement and inspection service.

Hazardous Waste Management Element

The City of Oceanside Hazardous Waste Management Element is the primary planning document providing the overall policy direction toward the effective management of the city's hazardous waste. The element is composed of provisions drafted by the County of San Diego and City of Oceanside. The element includes hazardous waste minimization efforts in the city and criteria for specific hazardous waste facilities that are tailored to the City of Oceanside's concerns. The purpose of the element is to provide health and safety measures necessary for the protection of the citizens of Oceanside during the siting of hazardous waste facilities in accordance with Health and Safety Code 25199 et seq. and in coordination with the San Diego County Hazardous Waste Management Plan.

3.7.3 Impacts and Mitigation Measures

Significance Criteria

For the purposes of this analysis and consistent with Appendix G of the CEQA Guidelines, the proposed project would result in potentially significant impacts if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. 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.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
5. For a project located within an area covered by an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

6. For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.
7. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impacts related to implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan are discussed in Section 3.14, Transportation and Traffic.

Impact Analysis

Issue 1 and Issue 2: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of, or through foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and construct intersection roundabouts, medians, and curb adjustments. These anticipated construction activities would likely require the transport, storage, use, and disposal of small amounts of hazardous materials, including fuels (e.g., gasoline, diesel), hydraulic fluids, oils and lubricants, paint, and other similar materials in varying quantities on the project site.

The City would be required to comply with all relevant and applicable federal, state, and local laws and regulations that pertain to the transport, storage, and disposal of hazardous materials and waste during construction. In the event of an accidental release during construction, containment and clean up would be conducted in accordance with existing regulatory requirements. Each contractor that handles hazardous materials would be required to have a Hazardous Materials Business Plan that would require that hazardous materials used for construction are stored in appropriate containers, with secondary containment to contain a potential release. The California Fire Code would require measures for the safe storage and handling of hazardous materials. Furthermore, if 1 acre or more is disturbed at a time, the project would be required to comply with the Construction General Permit, which requires a site-specific Storm Water Pollution Prevention Plan (SWPPP) (see Section 3.5 Geology, Soils, and Seismicity).

The SWPPP would contain best management practices (BMPs) to prevent construction pollutants (including sediment and/or hazardous materials) leaving construction sites in runoff. In addition, as an existing major street within the city, Coast Highway is currently already used for routine transport of hazardous materials. Temporary construction of the Complete Streets improvements would not disrupt the regular and existing transport of hazardous materials through the implementation of MM Complete Streets TR-3, which would require the City to prepare and implement a Traffic Control Plan for all anticipated lane and intersection closures. The Traffic

Control Plan would show all signage, striping, delineation detours, flagging operations and any other devices that would be used during construction to guide motorists, including those transporting hazardous materials, safely through construction areas and allow for adequate access and circulation to the satisfaction of the City. For these reasons, impacts would be less than significant related to the transport, use, or disposal of hazardous materials, or due to upset or accidental release of hazardous materials.

Once the Complete Streets project has been constructed, Coast Highway would continue to operate as it does under existing conditions, functioning as a right-of-way that would include the occasional routine transport of hazardous materials (e.g., gasoline for service stations). In the event of an accidental release during transport, containment and clean up would be conducted in accordance with existing applicable regulatory requirements. Compliance with the federal and state standards is required; therefore, operational impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant.

Incentive District

Implementation of the Incentive District would encourage redevelopment, including the potential construction of commercial, mixed-use, and residential uses. Construction within the Incentive District would potentially require the transport, storage, use, and disposal of small amounts of hazardous materials, including fuels (e.g., gasoline, diesel), hydraulic fluids, oils and lubricants, paints, solvents and cleaning products, and other similar materials in varying quantities within the project site. Existing zoning within a small portion of the Incentive District includes land zoned as Light Industrial, which permits uses such as automobile painting, food product manufacture, textile manufacture, and other similar uses which could use small amounts of hazardous materials.

Future project applicants and private developers submitting projects under the Incentive District would be required to comply with all relevant and applicable federal, state, and local laws and regulations that pertain to the transport, storage, and disposal of hazardous materials and waste during construction. In the event of an accidental release during construction, containment and clean up would be conducted in accordance with existing applicable regulatory requirements. Each contractor that handles hazardous materials would be required to have a Hazardous Materials Business Plan that would require that hazardous materials are stored in appropriate containers with secondary containment to contain a potential release. The California Fire Code would require measures for the safe storage and handling of hazardous materials. In addition, construction activities that disturb 1 acre or more would be required to prepare and implement a SWPPP under the state Construction General Permit, which would contain BMPs to prevent pollutants (including sediment and/or hazardous materials) from leaving construction sites in runoff. Compliance with the federal and state standards is required; therefore, impacts related to the transport, use, or disposal of hazardous materials, or due to upset or accidental release of hazardous materials would be less than significant.

Operation of changed land uses under the Incentive District could include the transport, storage, use, and disposal of a variety of hazardous materials. Commercial and residential uses would use

hazardous chemicals common in other commercial and residential settings. These chemicals could include familiar materials such as pesticides related to landscaping maintenance, toners, paints, lubricants, and kitchen and restroom cleaners as well as relatively small quantities of fuels, oils, and other petroleum-based products. Each business that handles hazardous materials would be required to have a Hazardous Materials Business Plan that would require hazardous materials to be stored in appropriate containers with secondary containment to contain a potential release. The California Fire Code requires any businesses that would use and/or store hazardous materials or employ hazardous processes to submit a hazardous materials information form and obtain a hazardous materials permit. The Oceanside Fire Department requires all new commercial and other users to follow applicable regulations (i.e., RCRA, Fire Code, Hazardous Materials Business Plan) regarding storage and handling of hazardous waste prior to approval of their business license (Oceanside Fire Department 2017). All hazardous materials are required to be stored and handled according to manufacturer's directions and local, state, and federal regulations. The Oceanside Fire Department administers the California Fire Code through regular site inspections to ensure hazardous materials are stored and handled properly. Compliance with the federal and state standards is required; therefore, impacts related to the transport, use, or disposal of hazardous materials, or due to upset or accidental release of hazardous materials would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 3: Would the project result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

As described within Section 3.7.1, there are seven schools within 0.25 mile of the project area, including Oceanside High School at 1 Pirates Cove Way; Sweet Busy Bees Center at 901 Pier View Way; Diego Valley Charter School at 815 Mission Avenue; Saint Mary Star of the Sea School at 515 Wisconsin Avenue; Ditmar Elementary School at 1125 South Ditmar Street; South Oceanside Elementary School at 1806 South Horne Street; and Children's House of Oceanside Preschool and Toddlers at 1004 Vista Way. For the Complete Streets improvements, Coast Highway's existing right-of-way is currently adjacent to or within 0.25 mile of these schools, and operation of the right-of-way would not differ from current conditions. While the Incentive District could encourage new development or development which could be located adjacent to or near schools, the land uses within the Incentive District boundaries would remain similar to existing conditions, but would allow for higher residential densities in some planning areas and a more defined land use pattern. The anticipated use, transport, and disposal of hazardous materials during construction and operation of the proposed project would be in relatively small quantities commonly associated with construction equipment and commercial and residential uses (e.g. paints, fuels, oils, solvents, cleaning supplies, landscaping pesticides/herbicides).

These uses would be sporadic in frequency, localized, and would have very limited exposure such that there would be no substantive emissions of hazardous materials that would adversely affect students or staff. In addition, the City and future project applicants would be required to comply with all applicable federal, state, and local regulations and guidelines for storing and handling hazardous materials. Each contractor and business that handles hazardous materials would be required to have a Hazardous Materials Business Plan that would require that hazardous materials used for construction are stored in appropriate containers, with secondary containment to contain a potential release. The California Fire Code would require measures for the safe storage and handling of hazardous materials. Therefore, the proposed project would not result in a significant impact related to exposure of schools to hazardous materials.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 4: 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 not create a significant hazard to the public or the environment?

As described within Section 3.7.1 above, a search of the SWRCB GeoTracker and DTSC EnviroStor databases showed eight active LUST sites and one State Response cleanup site located within the project area. Each of these sites is discussed in detail below.

Arco Facility # 9749 (802 North Coast Highway)

The ARCO #9749 is an active leaking gasoline underground storage tank (LUST) site located at the north corner of the intersection of the North Coast Highway and Neptune Way and adjacent to the proposed project area (Mustang Realty 2016). Soil vapor results indicate that shallow soil has been remediated and is not anticipated to extend to off-site areas where construction of the Complete Streets improvements would occur. The direction of groundwater flow is to the northwest and passes beneath the project area. Gasoline and its constituents were detected in groundwater sampled on February 4, 2016, from Well MW-8, located in the San Luis Expressway and within the Complete Streets improvement area. However, the depth to groundwater measured on August 9, 2016, was about 45 to 50 feet below the ground surface (bgs). Therefore, construction activities within the Complete Streets improvements would be unlikely to encounter contaminated groundwater. This site is not located within the Incentive District, so future development or redevelopment under the Incentive District would not occur.

Buck's Texaco (628 South Coast Highway)

Buck's Texaco is an active LUST site, adjacent to the Complete Streets improvements and within the Incentive District (Donan Environmental Services 2014, 2016). The soil gas survey conducted in 2014 concluded that soil vapor with gasoline or its constituents was present at an off-site area on Wisconsin Avenue west of South Coast Highway and within the Incentive District. Soil excavation activities in this area could encounter soil with soil vapor that contains gasoline and its

constituents. The direction of groundwater flow is to the southwest and passes beneath the project area. The plume of gasoline and its constituents floating on the groundwater surface and dissolved in groundwater samples detected during the June 14 and 15, 2016, sampling event extends from the site downgradient beneath and beyond the project area. However, the depth to groundwater measured on August 9, 2016, was about 31 to 40 feet bgs. Therefore, construction activities associated with the Complete Streets improvements would be unlikely to encounter contaminated groundwater. However, future redevelopment within the Incentive District could require excavation beyond 31 to 40 feet bgs (e.g., two or more subsurface parking levels), and therefore could encounter contaminated groundwater. In addition, as discussed, soil excavation activities within the project area associated with redevelopment in the Incentive District could encounter soil with soil vapor that includes gasoline and it constituents.

Pop's Hot Rod Garage (305 Wisconsin Avenue)

This Cleanup Program site is located at the east corner of the intersection of Wisconsin Avenue and Cleveland Street, within the Incentive District (Geocon Consultants 2016). Polychlorinated biphenyl (PCB)-containing electrical equipment was stored at the site from the 1970s to 1992 and inspection reports from 1989 to 1992 indicated that a leaking capacitor was observed at the site. Soil samples were collected in 2013 to evaluate the extent of PCBs in on-site soils; no off-site investigation is documented to have occurred. The findings identified PCBs in on-site soil at depths of up to 6 feet bgs. The Geocon work plan proposed excavation to 8 feet bgs and off-site disposal of the excavated soils. The GeoTracker website indicates that the County of San Diego Department of Environmental Health (DEH) approved the work plan in 2014. However, no subsequent documents are on the GeoTracker website and it is unknown whether the excavation and off-site disposal occurred. Therefore, construction activities associated with future development in the Incentive District may encounter soil contaminated with PCBs.

Rashid South Hill Shell (1202 South Coast Highway)

The Rashid Shell (now a Valero Station) is an active LUST site located at the east corner of the intersection of the South Coast Highway and Oceanside Boulevard, adjacent to the Complete Streets improvements and within the Incentive District (Wayne Perry, Inc. 2016). Soil vapor results from a 2000 survey indicated that soil around the perimeter of the site did not contain detectable benzene, toluene, ethyl benzene, and xylenes (gasoline constituents). However, a 2004 soil vapor survey detected benzene and ethylbenzene in soil at the off-site 1220 South Coast Highway property just to the southeast (Conestoga-Rovers 2015); soil excavation in this area could encounter soil vapor with gasoline and its constituents. The direction of groundwater flow is to the southwest and passes beneath the project area (Wayne Perry, Inc. 2016). The plume of gasoline and its constituents floating on the groundwater surface and dissolved in groundwater detected during the July 18, 2016, sampling event extends from the site downgradient beneath and beyond the project area. The depth to groundwater was about 32 to 41 feet bgs and future redevelopment within the Complete Streets improvements would be unlikely to reach groundwater. However, the Incentive District could require excavation that reaches groundwater. Therefore, construction activities associated with the Incentive District could encounter contaminated groundwater.

H.G. Fenton (1517 South Coast Highway)

The H.G. Fenton site is an active site assessment located at on the southwest side of the South Coast Highway, adjacent to the Complete Streets improvements and within the Incentive District (DEH 2016). Sample results from a 2015 sampling event indicated soil and groundwater were contaminated with petroleum hydrocarbons, presumably gasoline (MTBE, a gasoline additive was also detected). The site investigation has just started and the nature and extent of contamination is unknown. The DEH has required the responsible party to submit an initial site assessment workplan by June 1, 2017. Depending on the extent of the release, construction activities associated with the Complete Streets improvements and the Incentive District could encounter contaminated soil, soil vaper, or groundwater.

Mobil 18-GCL (1742 South Coast Highway)

The Mobil 18-GCL site is an active gasoline LUST site located at the north corner of the intersection of the South Coast Highway and Cassidy Street, adjacent to the Complete Streets improvements and within the Incentive District (Cardno 2014, 2016). On-site soil vapor extraction has reduced on-site concentrations of gasoline and its constituents; however, concentrations remain elevated in off-site Well MW-4, located in the southbound lanes of the South Coast Highway, and future soil vapor extraction is planned. Construction activities associated with the Complete Streets improvements and the Incentive District may encounter soil and/or soil vapor with gasoline and its constituents. The direction of groundwater flow is to the southwest and passes beneath the project area. The plume of gasoline and its constituents dissolved in groundwater extends from the site downgradient beneath and beyond the project area. However, the depth to groundwater was about 24 to 27 feet bgs. Therefore, construction activities associated with the Complete Streets improvements would be unlikely to encounter contaminated groundwater. However, future redevelopment within the Incentive District could require excavation beyond 24 to 27 feet bgs, and therefore could encounter contaminated groundwater.

Econo Lube'N Tube (1942 South Coast Highway)

This site is an active gasoline LUST site located along the northeast side of the South Coast Highway, adjacent to the Complete Streets improvements and within the Incentive District (Stantec 2016a, 2016b). Gasoline and its constituents have been detected in soil samples from beneath the South Coast Highway but at depths of about 20 feet or more, suggesting construction activities associated with the Complete Streets improvements would not be anticipated to encounter soil and/or soil vapor with gasoline and its constituents. However, future redevelopment within the Incentive District could require excavation beyond 20 feet bgs, and therefore could encounter contaminated soils. The direction of groundwater flow ranges from northwest to northeast and passes beneath the project area. The plume of gasoline and its constituents floating on the groundwater surface and dissolved in groundwater extends from the site beneath and beyond the project area. However, the depth to groundwater was about 22 to 33 feet bgs. Therefore, construction activities associated with the Complete Streets improvements would be unlikely to encounter contaminated groundwater. However, future redevelopment within the Incentive District could require excavation beyond 22 to 33 feet bgs, and therefore could encounter contaminated groundwater.

Golden State Gas Inc. (1943 South Coast Highway)

The Golden State Gas site is an active gasoline LUST site located on the northwest corner of the intersection of the South Coast Highway and Vista Way, adjacent to the Complete Streets improvements and within the Incentive District (Frey Environmental 2016a, 2016b). The site has an operational soil vapor and air sparge extraction system with soil vapor probes in downgradient (west) areas. The remediation system has reduced on-site concentrations, but gasoline and its constituents continue to be detected in on-site and off-site soil vapor probes. Construction activities in the project area may encounter soil and/or soil vapor with gasoline and its constituents. The direction of groundwater flow is generally to the west and passes beneath the project area. The plume of gasoline and its constituents floating on the groundwater surface and dissolved in groundwater extends from the site downgradient beneath and beyond the project area. However, the depth to groundwater was about 22 to 34 feet bgs on September 13, 2016. Therefore, construction activities associated with the Complete Streets improvements would be unlikely to encounter contaminated groundwater. However, future redevelopment within the Incentive District could require excavation beyond 22 to 34 feet bgs, and therefore could encounter contaminated groundwater.

Tri-City Plating, Inc. (1307 South Coast Highway)

The Tri-City Plating site is an active Corrective Action site located along the southwest side of the South Coast Highway just south of Godfrey Street, adjacent to the Complete Streets improvements and within the Incentive District (AMEC 2015). This site is a former plating shop that released volatile organic compounds (VOCs), predominantly tetrachloroethene and trichloroethene, to soil and groundwater. The site has an operational soil vapor extraction system that has removed the VOCs to levels where the regulatory agency is considering site closure. Another extraction event has been scheduled to evaluate whether the contaminants remain below action levels or whether some residual levels remain that will require further cleanup. Given the current status, construction activities associated with both the Complete Streets improvements and Incentive District are unlikely to encounter VOCs from this former plating shop in soil.

Impact Analysis Discussion

Complete Streets Improvements

As detailed above, construction activities associated with the Complete Streets improvements would be unlikely to encounter contaminated soil or groundwater at all sites listed above, except potentially at or associated with H.G. Fenton (1517 South Coast Highway). However, as described within Chapter 2, Project Description, this contaminated site would be located within Segment 4 of the Complete Streets improvements. This segment would provide for a single traffic lane, a Class II striped bike lane, and on-street parking in both directions. These improvements would occur on the existing paved road surface itself, and would not include excavation beyond a foot or two in depth. Therefore, implementation of the Complete Streets improvements would not encounter contaminated soils or groundwater. Nevertheless, if 1 acre or more is disturbed at a time, the project would be required to comply with the Construction General Permit. This requires preparation and implementation of a site-specific SWPPP, which would contain BMPs to prevent pollutants (including sediment and hazardous materials) from leaving the construction

site in runoff. Compliance with the federal and state standards is required. Therefore, the Complete Streets improvements would not create a significant hazard to the public or the environment, and impacts would be less than significant. No mitigation measures would be required.

Incentive District

As detailed above, future soil excavation activities within the Incentive District could encounter contaminated soil, soil vapor, and/or groundwater contamination at or associated with Buck's Texaco (628 South Coast Highway), Pop's Hot Rod Garage (305 Wisconsin Avenue), Rashid South Hill Shell (1202 South Coast Highway), H.G. Fenton (1517 South Coast Highway), Mobil 18 GCL (1742 South Coast Highway), Econo Lube'N Tube (1942 South Coast Highway), and Golden State Gas Inc. (1943 South Coast Highway). For projects that would disturb 1 acre or more at a time, the project would be required to comply with the Construction General Permit. This requires preparation and implementation of a site-specific SWPPP, which would contain BMPs to prevent pollutants (including sediment and hazardous materials) from leaving the site in runoff. Nevertheless, the potential for contaminated soil and soil vapor to be encountered and released into the environment during project construction would be considered a significant impact. Because the timing of the future Incentive District projects is unknown, it is also unknown whether the contaminated sites listed above would be remediated by then. For this reason, this would be a potentially significant impact of the projects implemented under the Incentive District.

Mitigation Measures:

MM Incentive District HAZ-1: To assess the status of the remediation of the contaminated sites listed above, as well as checking for any newly contaminated sites, individual project proponents for each proposed project within the Incentive District area (the applicant or its contractor) shall conduct a Phase I Environmental Site Assessment in general accordance with ASTM Standard 1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, or later versions if any. The ASTM standard requires checking for active contaminated sites within a specified radius that have the potential to affect a given project. In the event that the extent of contamination from a site extends to a proposed project site, the applicant or its contractor for each proposed project would implement MM Incentive District HAZ-2.

MM Incentive District HAZ-2: If the Phase I Environmental Site Assessment prepared in accordance with MM Incentive District HAZ-1 determines that contamination is present on a project site proposed for development, the following additional measures shall be required:

a. The applicant's construction contractor(s) shall prepare and implement a site-specific Health and Safety Plan in accordance with 29 CFR 1910.120 to protect construction workers and the public during all excavation and grading activities. This plan shall be submitted to the City for review prior to commencement of construction. Note that the project applicant or its contractor would also be required to implement MM

Incentive District HAZ-2b, Soil and Groundwater Management Plan, described further below. The Health and Safety Plan shall include, but is not limited to, the following elements:

- Designation of a trained, experienced site safety and health supervisor who has the responsibility and authority to develop and implement the site health and safety plan.
- A summary of all potential risks to construction workers and maximum exposure limits for all known and reasonably foreseeable on-site chemicals.
- Specified personal protective equipment and decontamination procedures, if needed.
- Emergency procedures, including route to the nearest hospital.
- Procedures to be followed in the event that evidence of potential soil contamination (such as soil staining, noxious odors, debris, or buried storage containers) is encountered. These procedures shall be in accordance with hazardous waste operations regulations and specifically include, but not be limited to, the following: immediately stopping work in the vicinity of the unknown hazardous materials release, notifying the County of San Diego Department of Environmental Health, and retaining a qualified environmental firm to perform sampling and remediation.

b. In support of the Health and Safety Plan described above, the applicant or its contractor shall develop and implement a Soil and Groundwater Management Plan that includes a materials disposal plan specifying how the construction contractor will remove, handle, transport, and dispose of all excavated material and groundwater from dewatering activities in a safe, appropriate, and lawful manner. The plan must identify protocols for soil and groundwater testing and disposal, identify the approved disposal site, and include written documentation that the disposal site will accept the waste. Contract specifications shall mandate full compliance with all applicable local, state, and federal regulations related to the identification, transportation, and disposal of hazardous materials, including those encountered in excavated soil or groundwater.

Significance Determination: Less than significant with mitigation

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Issue 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The nearest public airport to the project area is Oceanside Municipal Airport, located approximately 1.8 miles northeast of the project area. According to the Oceanside Municipal Airport Land Use Compatibility Plan (ALUCP), the northern portion of the Complete Streets

improvements is located within the Airport Influence Area, the FAA Height Notification Boundary, and within the Airport Overflight Notification Area (ALUC 2010). The ALUCP designates safety zones around the airport, which are established for the purpose of evaluating the safety compatibility of land use development in the Airport Influence Area. The Complete Streets improvements and Incentive District are located outside of the designated safety zones, and is not at risk to aircraft accidents near runway ends.

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway within the existing right of way from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and create roundabouts, medians, and curb adjustment. These improvements would occur at ground level and would not create hazards to overflight safety and/or airspace protection factors. Impacts related to public airport hazards would be less than significant for the Complete Streets improvements.

The Incentive District would encourage redevelopment, including increased residential, commercial, and mixed-use development. The FAA must be notified of any proposed construction or alteration having a height greater than 200 feet above ground level. The Incentive District would allow increased height of buildings in certain planning areas, to a maximum of 65 feet with discretionary approval, well below the FAA's 200-foot notification limit. In addition, the Incentive District is not located within the Airport Influence Area, FAA Height Notification Boundary, or the Airport Overflight Notification Area (ALUC 2010). Applicants would be required to comply with all applicable federal, state, and local regulations related to public airport safety standards. Compliance with these standards is required; therefore, impacts related to public airport hazards would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 6: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The nearest private airstrip to the project area is the MCAS Camp Pendleton Airport, located approximately 6 miles northeast of the project area. According to the MCAS Camp Pendleton Airport LUCP, the project area is located outside of the Airport Influence Area, FAA Height Notification Boundary, Airport Overflight Notification Area, and the designated safety areas (ALUC 2008). Additionally, the Complete Streets improvements would be implemented at ground level, and the maximum allowable height for structures in the Incentive District would be 65 feet with discretionary approval. Therefore, due to distance from the private airstrip and the low profile of the proposed project components, the project area would not result in a safety hazard for people residing or working in the project area, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 7: Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project area is situated within an entirely developed and urban area and is not located near wildlands that have high fire sensitivity. According to CALFIRE, the project area is located within a non-very high fire hazard severity zone, meaning the project area has a low potential for risk of wildfire hazards (CALFIRE 2007). Nevertheless, the proposed project would be subject to all applicable California Fire Code requirements. Compliance with federal, state, and local codes related to fire safety is required. Impacts regarding wildfire risk would be less than significant.

Mitigation Measures: No migration measures are required.

Significance Determination: Less than significant

3.8 Hydrology and Water Quality

This section provides an assessment of potential impacts related to hydrology and water quality that could result from project implementation. Potential impacts addressed in this section include surface water quality, groundwater, drainage systems, runoff, flooding, and hydrologic hazards, such as tsunamis, seiche, and mudflows.

3.8.1 Environmental Setting

Hydrologic Setting

The proposed project is located in western Oceanside near the coast, and extends approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the city's southern boundary. Generally, the project area is relatively flat and, given its proximity to the Pacific Ocean, has low elevations. While the topography of the project area varies from parcel to parcel, overall, the project area gradually slopes to the south and the west. The project area is located within urbanized downtown Oceanside and is bounded to the north by the San Luis Rey River and to the south by Buena Vista Lagoon. Loma Alta Creek, a concrete subgrade channel, bisects the central portion of the project area.

The project area is located within the San Diego Hydrologic Region, which is composed of 11 smaller hydrologic units that encompass most of San Diego County and parts of southwestern Riverside County and southwestern Orange County. Specifically, the project area extends across two hydrologic units, the San Luis Rey Hydrologic Unit (Unit 3.0) and the Carlsbad Hydrologic Unit (Unit 4.0). The project area is primarily located within the Carlsbad Hydrologic Unit, which includes the Loma Alta Creek and Buena Vista Creek watersheds and extends from SR-76 in the north to the city of Carlsbad in the south. A small portion of the project area located immediately north of the San Luis Rey River is located within the San Luis Rey Hydrologic Unit.

The Carlsbad Hydrologic Unit covers approximately 210 square miles and encompasses the cities of Carlsbad, Oceanside, Vista, San Marcos, Escondido, Encinitas, Solana Beach, and areas of unincorporated San Diego County. Elevations within this hydrologic unit range from sea level to 2,420 feet on Bear Ridge north of Lake Wohlford (CWN 2002). Average annual precipitation ranges from approximately 10 inches within the coastal areas (the project area) to 17 inches in the mountainous areas. The middle portion of the project area is located within the Loma Alta Creek watershed, which contains Loma Alta Creek and Slough, while the southern portion of the project area is located within the Buena Vista watershed, which contains Buena Vista Creek and Lagoon.

The Loma Alta Creek watershed is almost completely contained within the city of Oceanside (CWN 2006). Loma Alta Creek is approximately 7 miles long and flows to the Loma Alta Slough, which is located within the central portion of the project area (City of Oceanside 2017a). Coast Highway extends over Loma Alta Creek and slough via the Loma Alta Creek Bridge, which is a raised structure where project activities would be elevated outside of the river channel. Loma Alta Creek and its main tributary, Garrison Creek, have been channelized to a concrete subgrade channel to help prevent flooding downstream; however, flood prevention is still a top

priority for the City within the lower sections of this watershed. Over 70 percent of the watershed is developed and includes primarily residential land uses with smaller areas of industrial, commercial, and public facility uses (City of Oceanside 2017a).

Buena Vista Creek is approximately 11 miles long, originating on the western slopes of the San Marcos Mountains and discharging into the Pacific Ocean via the Buena Vista Lagoon (City of Oceanside 2017b). The majority of the lower basin of the watershed, located north of Highway 78, is within the city of Oceanside, where Buena Vista Creek runs parallel to Highway 78 and discharges into the lagoon south of the highway and west of Jefferson Street (CWN 2006). Buena Vista Creek and Lagoon are located to the south of the project area along its southern boundary. Portions of Buena Vista Creek have been channelized to a concrete channel to reduce to potential of flooding private properties situated adjacent to the creek (City of Oceanside 2017b). Approximately 80 percent of the Buena Vista Creek watershed is developed, primarily with commercial and residential land uses and some agricultural activities (City of Oceanside 2017b).

The San Luis Rey Hydrologic Unit covers a drainage area of approximately 560 square miles. Elevations within this hydrologic unit range from over 4,300 feet to sea level (City of Oceanside 2017c). Average annual precipitation ranges from roughly 10 inches along the coastal region (the project area) to 45 inches in the mountainous area. A small portion of the project area in the northern end of the corridor is located within the Coastal Subbasin of the San Luis Rey Hydrologic Unit, which contains the San Luis Rey River. The Coastal Subbasin boundaries extend from the mouth of the San Luis Rey River at the Pacific Ocean to Rice Canyon, approximately 1 mile east of Interstate 15 (I-15). It is the third largest subbasin of the San Luis Rey Hydrologic Unit and is the most populated, containing the cities of Oceanside, Vista, Bonsall, and portions of Fallbrook (from west to east) residing within its boundaries (CWAPA 2010). The lower elevations and southern/western portions, including the project area, of the subbasin are mostly urban/residential, commercial, and light industrial areas (CWAPA 2010).

The San Luis Rey River has been channelized and altered over time. Surface water flows consist of surrounding tributaries supplied by intermittent releases from the Henshaw Dam and surfacing groundwater in the confluence of Couser Canyon Creek (CWAPA 2010). Within the city of Oceanside, the San Luis Rey River is fed by its main tributary, Pilgrim Creek, and Henshaw Dam and the Escondido Canal diversion dam are the primary hydrologic controls of the river (City of Oceanside 2017c; Kajtaniak 2010). The San Luis Rey River runs through the very northern portion of the project area, under the San Luis Rey Bridge. The San Luis Rey River Bridge is a lifted structure and is located at a higher elevation than the river.

Surface Water Quality

Buena Vista Creek and Lagoon, Loma Alta Creek and Slough, and San Luis Rey River are listed on the State Water Resources Control Board's (SWRCB) 303(d) list of impaired water bodies, as shown below in **Table 3.8-1.** Under Section 303(d) of the Clean Water Act (CWA), states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) requires that the state develop a total maximum daily load (TMDL) for

each of the listed pollutants as a means to alleviate the impairments within water bodies' surface water.

TABLE 3.8-1
DOWNSTREAM WATER QUALITY IMPAIRMENTS

Water Body	Impairments	TMDL Completion Date(s)
Buena Vista Creek	DDT[1]	2019
	Nitrate and Nitrite	2019
	Toxicity	2019
	Selenium	2019
Buena Vista Lagoon	Indicator Bacteria, Nutrients	2008
		2019
	Sedimentation/siltation	2019
Loma Alta Creek	Selenium	2019
	Toxicity	2019
Loma Alta Slough	Eutrophic	2015
	Indicator Bacteria	2015
San Luis Rey River, Lower (west of Interstate 15)	Chloride	2019
	Enterococcus	2021
	Fecal coliform	2021
	Phosphorous	2021
	Total Dissolved Solids	2019
	Total Nitrogen	2021
	Toxicity	2021

[1]Dichlorodiphenyltrichloroethane

SOURCE: SWRCB 2010

As shown in Table 3.8-1 above, water bodies within the project area are impaired with various pollutants, including indicator bacteria, DDT, nitrates and nitrites, sedimentation, phosphorous, toxicity, and total dissolved solids. Urban runoff and storm sewers are the likely sources of these pollutants.

Groundwater

The project area overlies the San Luis Rey Valley Groundwater Basin within the Mission sub-basin. The San Luis Rey Valley Basin underlies an east-west-trending alluvium-filled valley located along the western coast of San Diego County. The major hydrologic feature is the San Luis Rey River, which drains the valley overlying the basin. The basin is bounded on the east, northeast, and southeast by the contact of alluvium with impermeable Mesozoic granitic and pre-Cretaceous metamorphic rocks. In the northwest and southwest of the lower portion of the basin, alluvium is in contact with semi-permeable Eocene marine deposits and Tertiary non-marine deposits. The basin is bounded on the west by the Pacific Ocean (DWR 2003).

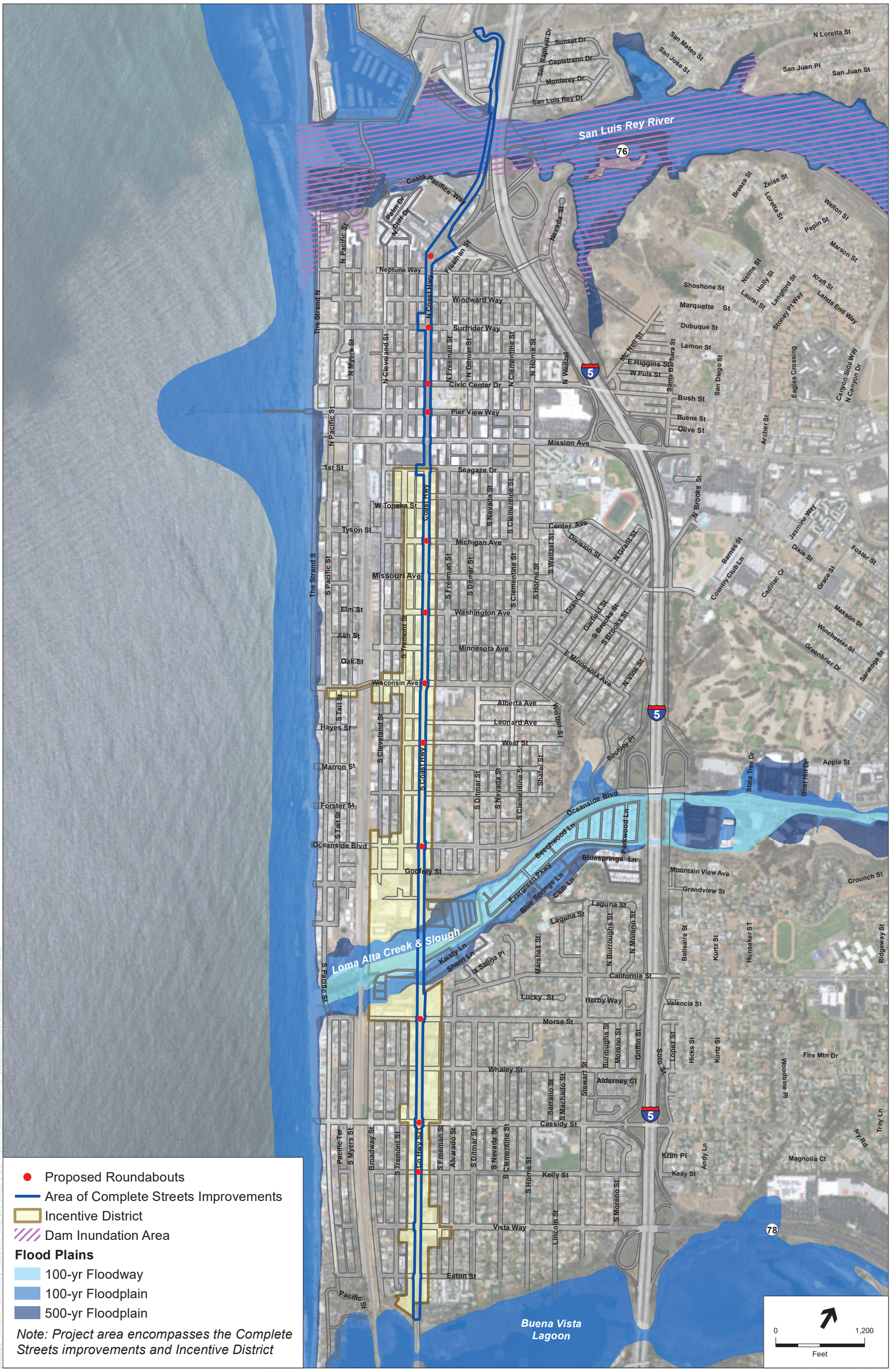
The San Luis Rey Valley groundwater basin is recharged by precipitation, imported irrigation water applied on upland areas, and by storm flow in the San Luis Rey River and its tributaries. Movement of groundwater in the alluvial aquifer is westward towards the Pacific Ocean. Water levels in the basin declined drastically in the 1950s and 1960s due to groundwater development and overpumping. Since the advent of imported water sources, groundwater levels have risen to near pre-development levels and averages range from 0 to 20 feet below land surface. The estimated total storage capacity for this basin is 240,000 acre feet (DWR 2003).

According to the City, approximately 13 percent of the city's water comes from groundwater within the Mission Basin (City of Oceanside 2016c). The brackish groundwater pumped from the Mission Basin is extracted and treated at the Mission Basin Groundwater Purification Facility to become potable water through a reverse osmosis desalting process (City of Oceanside 2016c). The City purchases the remaining 85 percent of the city's water supply from the San Diego County Water Authority (SDCWA), which includes approximately half treated water and half raw water. Treated imported water is conveyed directly to the City's water distribution system, while untreated imported water is conveyed to the Robert A. Weese Filtration Plant, which serves at a capacity of 25 million gallons per day (mgd).

Flood Zone

Figure 3.8-1 illustrates the parts of the project area that are located within designated floodplains around the San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Creek and Lagoon. The floodplains located within the project area are designated by the Federal Emergency Management Agency (FEMA) and are categorized by the level of flooding which would be experienced in a 100-year storm rain event. The project area spans four FEMA flood insurance rate maps (FIRMs) (No. 06073C0761G, 06073C0753H, 06073C0734H, 06073C0742G) (FEMA 2012).

According to FIRM No. 06073C0734H, the portion of the project area which crosses over the San Luis Rey River Bridge is located within Zone X, indicating that this area is outside the 0.2 percent annual chance or 500-year floodplain (FEMA 2012). Zone X indicates areas where there would be minimum flood hazards due to elevations being higher than the elevation of the 500-year flood (City of Oceanside 2017c). According to FIRM No. 06073C61G, the portions of the project area that are immediately adjacent to Loma Alta Creek and Slough are located within Zone AE, indicating that these areas are located within the 100-year floodplain. Mandatory flood insurance requirements and floodplain management standards and regulations apply to all parcels located within Zone AE (City of Oceanside 2017c). The portions of the project area that surround the parcels located within Zone AE around Loma Alta Creek and Slough are located within Zone X, or the 500-year floodplain (FEMA 2012). The parcels located within Zone X would experience minimal flood hazards due to elevations being higher than the elevation of the 500-year flood (City of Oceanside 2017c). Additionally, the portions of the project area shown on FIRM Nos. 06073C0753H and 06073C0742G are not located within a designated floodplain.



SOURCE: City of Oceanside 2016, SanGIS 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.8-1

Flood and Dam Inundation Areas

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Dam Inundation

According to the City's General Plan Public Safety Element, the areas of the city that would be inundated from the Henshaw Lake Dam include the areas surrounding the San Luis Rey River (City of Oceanside 2002). Figure 3.8-1 illustrates the northern portion of the project area adjacent to the San Luis Rey River that is located within the designated dam inundation area for the Lake Henshaw Dam. Located approximately 35 miles east of the project area, this dam was built in 1923 by the Vista Irrigation District with a capacity of 203,581 acre feet but generally contains water levels between 3,000 and 5,000 acre feet (City of Oceanside 2002). According to the Draft Dam Failure Map developed for County of San Diego Hazard Mitigation Planning, there are no other areas within the city of Oceanside that are susceptible to inundation from dam failure (County of San Diego 2009).

Tsunami Inundation

Figure 3.8-2 shows the tsunami inundation area for the city of Oceanside. Portions of the project area located immediately adjacent to the San Luis Rey River and Loma Alta Creek and Slough, as this figure shows, are within the City-designated tsunami inundation area (Cal EMA 2009). However, the areas of the Complete Streets improvements that cross over the San Luis Rey River and Loma Alta Creek and Slough would be located on existing bridges, and would be elevated out of the tsunami inundation area. A small part of the southernmost portion of the project area adjacent to Buena Vista Lagoon is also located within the city's tsunami inundation area (Cal EMA 2009).

3.8.2 Regulatory Framework

Federal

Clean Water Act

The CWA regulates discharges into "waters of the United States" and establishes a regulatory framework to reduce pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. A key component of the CWA is Section 402, which regulates point-source and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the SWRCB oversees the NPDES program, which is administered by the RWQCBs. The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits. General permits in California designed for compliance with the NPDES program include the Construction General Permit and Industrial General Permit issued by the State Water Resources Control Board (SWRCB), as well as Municipal Separate Storm Sewer System (MS4) permits issued by the Regional Water Control Boards (RWQCBs). The Construction General Permit and the MS4 permits discussed below comply with Section 402.

National Pollutant Discharge Elimination System Program

The NPDES permit program is administered in the State of California by the SWRCB and RWQCBs under the authority of the U.S. Environmental Protection Agency (USEPA) to control water pollution by regulating point sources that discharge pollutants into waters of the United

States. If discharges from industrial, municipal, and other facilities go directly to surface waters, those project applicants must obtain permits. An individual NPDES permit is specifically tailored to a discharge to waters of the United States. A general NPDES permit covers multiple facilities within a specific activity category such as construction activities. A general permit applies with same or similar conditions to all dischargers covered under the general permit. The proposed project would be covered under the general permits discussed below.

Construction General Permit

Construction associated with the proposed project would disturb more than 1 acre of land surface affecting the quality of stormwater discharges into waters of the United States. The proposed project would therefore be subject to the *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb 1 or more acres of land surface, or that are part of a common plan of development or sale that disturbs more than 1 acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The Construction General Permit requires that construction sites be assigned a Risk Level of 1 (low), 2 (medium), or 3 (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards
- Good site management "housekeeping"
- Non-stormwater management
- Erosion and sediment controls
- Run-on and runoff controls
- Inspection, maintenance, and repair
- Monitoring and reporting requirements

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific best management practices (BMPs) designed to prevent sediment and pollutants from contacting stormwater from moving off site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management, and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

SOURCE: City of Oceanside 2016, SanGIS 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.8-2

Tsunami Inundation Area

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The SWPPP must be prepared before the construction begins and must contain a site map that delineates the construction work area, existing and proposed buildings, parcel boundaries, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project area. The SWPPP must list the type and placement of those BMPs that the applicant would use to protect stormwater runoff. Examples of typical construction BMPs include scheduling or limiting certain activities to dry periods, installing sediment barriers such as silt fence and fiber rolls, and maintaining equipment and vehicles used for construction. Non-stormwater management measures include installing specific discharge controls during certain activities, such as paving operations, vehicle and equipment washing and fueling. The Construction General Permit also sets post-construction standards (i.e., implementation of BMPs to reduce pollutants in stormwater discharges from the site following construction).

In the project area, the Construction General Permit is implemented and enforced by the San Diego RWQCB, which administers the stormwater permitting program. Dischargers are required to electronically submit a notice of intent (NOI) and permit registration documents (PRDs) in order to obtain coverage under this Construction General Permit. Dischargers are responsible for notifying the RWQCB of violations or incidents of non-compliance, as well as for submitting annual reports identifying deficiencies of the BMPs and how the deficiencies were corrected. The risk assessment and SWPPP must be prepared by a state Qualified SWPPP Developer and implementation of the SWPPP must be overseen by a state Qualified SWPPP Practitioner. A Legally Responsible Person, who is legally authorized to sign and certify PRDs, is responsible for obtaining coverage under the permit.

National Flood Insurance Program

FEMA is responsible for determining flood elevations and floodplain boundaries based on USACE studies. FEMA is also responsible for distributing the FIRMs used in the National Flood Insurance Program. These maps identify the locations of special flood hazard areas, including the 100-year floodplain. FEMA allows nonresidential development in the floodplain; however, construction activities are restricted within flood hazard areas, depending on the potential for flooding within each area. Federal regulations governing development in a floodplain are set forth in Title 44, Part 60 of the Code of Federal Regulations, enabling FEMA to require municipalities that participate in the National Flood Insurance Program to adopt certain flood hazard reduction standards for construction and development in 100-year floodplains. The City's Flood Plain Management Division regulations detail methods and provisions for construction and development in 100-year floodplains (City of Oceanside 2017).

State

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act, also known as the California Water Code, is California's statutory authority for the protection of water quality. The Porter-Cologne Water Quality Act is promulgated in the California Code of Regulations Title 22. Under this act, the State must adopt water quality policies, plans, and objectives that protect the State's waters. The

act sets forth the obligations of the SWRCB and RWQCBs pertaining to the adoption of Basin Plans and establishment of water quality objectives. Unlike the federal CWA, which regulates only surface water, the Porter-Cologne Act regulates both surface water and groundwater.

Regional

Regional Municipal Separate Storm Sewer System Permit

On May 8, 2013, the RWQCB approved a regional municipal separate storm sewer system (MS4) permit for San Diego, southern Orange, and southwestern Riverside counties (Order No. R9-2013-0001). The region-wide NPDES Permit (commonly referred to as the Regional MS4 Permit) sets the framework for municipalities, including the City of Oceanside, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of a Water Quality Improvement Plan (WQIP) that will allow the City Oceanside (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of best management practices in each watershed. The City of Oceanside 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 developed by the City of Oceanside, City of Vista, County of San Diego and California Department of Transportation and approved in in March 2016 (City of Oceanside 2016). Development and redevelopment projects enabled by the Ovelay would be required to comply with the MS4 regulations during operations.

Carlsbad Watershed Management Area Water Quality Improvement Plan

The Carlsbad Watershed Management Area WQIP was developed to demonstrate compliance with the Regional MS4 Permit (Order No. R9-2013-0001) discussed above. This watershed-specific plan was developed by the Copermittees of the Carlsbad Watershed Management Area (City of Oceanside, City of Carlsbad, City of Encinitas, City of Escondido, City of San Marcos, City of Solana Beach, City of Vista, and the County of San Diego), and is intended to provide a process by which the Copermittees can select and address the highest priority water quality issues (Project Clean Water 2019). The ultimate goal of the Carlsbad Watershed Management Area WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality will 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 WQIP includes drainage area assessments of the highest priority areas in order to identify the pollutant discharges and other sources that are causing the high priority condition. It also provides strategies to address high-priority water quality conditions, interim and final water quality targets for these strategies, and timelines to achieve the targets. While the primary focus of the WQIP is on water quality, it also provides multi-benefit project goals, targets, identification, assessment, prioritization, and timelines for implementation within the Watershed Management Area.

San Luis Rey River Watershed Management Area Water Quality Improvement Plan

The San Luis Rey River Watershed Management Area WQIP was developed to demonstrate compliance with the Regional MS4 Permit (Order No. R9-2013-0001) discussed above. This watershed-specific plan was developed by the Copermittees of the San Luis Rey River Watershed Management Area (City of Oceanside, City of Vista, County of San Diego and Caltrans), and is intended to provide a process by which the Copermittees can select and address the highest priority water quality issues. The WQIP includes descriptions of the highest priority pollutants or conditions within the watershed as well as goals and strategies to address those pollutants or conditions, and time schedules associated with those goals and strategies. The WQIP includes drainage area assessments of the highest priority areas in order to identify the pollutant discharges and other sources that are causing the high priority condition. It also provides strategies to address high-priority water quality conditions, interim and final water quality targets for these strategies, and timelines to achieve the targets. While the primary focus of the WQIP is on water quality, it also provides multi-benefit project goals, targets, identification, assessment, prioritization, and timelines for implementation within the Watershed Management Area.

Local

City of Oceanside General Plan

The City's General Plan Community Facilities Element contains the following stormwater system management objectives and policies related to the proposed project:

> **Objective:** To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigating the environmental impacts or construction of the storm drainage system as well as stormwater runoff.
>
> > **Policy 6.1:** The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.
> >
> > **Policy 6.2:** All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.
> >
> > **Policy 6.3:** The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.

Policy 6.4: To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.

Policy 6.5: The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities.

Policy 6.7: The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.

Policy 6.9: The City shall comply with the sections of the Federal Clean Water Act in regard to stormwater drainage.

Objective: To provide financing for the orderly and planned construction of adequate public facilities to serve existing and future development in the City of Oceanside.

Policy 14.1: All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.

City of Oceanside Municipal Code, Chapter 40

Chapter 40 of the City of Oceanside Municipal Code is known as the Urban Runoff Management and Discharge Control Ordinance. The overall intent of this ordinance is to "protect the health, safety and general welfare of Oceanside residents; to protect water resources and to improve water quality; to cause the use of management practices by the city and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the city is compliant with applicable state and federal law" (City of Oceanside 2015). General provisions of the Urban Management and Discharge Control Ordinance include compliance with the current and applicable RWQCB discharge permits, requirements for discretionary approvals subject to discharge control,

development of Urban Runoff Standards Manuals, and designations for permitted use of collected stormwater.

City of Oceanside Standard Urban Stormwater Mitigation Plan

The City has prepared a Standard Urban Stormwater Mitigation Plan (SUSMP) that details measures that must be implemented on site to protect stormwater quality from on-site conditions, including erosion. The SUSMP includes requirements for all development projects, such as implementation of appropriate source-control BMPs, temporary construction BMPs, and permanent stabilization/erosion control BMPs. The SUSMP includes a low-impact development (LID) design guide for projects that includes incorporation of design features on site that would control runoff (City of Oceanside 2010).

All development and redevelopment projects applying for discretionary or administrative permits within the city of Oceanside are subject to a formal SUSMP Determination. The objective of the SUSMP Determination is to provide a consistent and thorough method for the initial review of development and redevelopment projects, with the purpose of categorizing projects and determining applicable SUSMP requirements. The SUSMP Determination also demonstrates to the RWQCB that each project receives a consistent review and enables the City to document project categorization and satisfy MS4 Permit requirements. Development and redevelopment projects must provide, at a minimum, a completed Stormwater Quality Assessment form, site plans, and the project description and justification in order to submit an application for formal SUSMP Determination. Upon review completion, the projects receive a formal SUSMP Determination, which indicates the type of stormwater document required to meet MS4 Permit and SUSMP requirements.

As part of the SUSMP compliance process, development and redevelopment projects must prepare a Stormwater Mitigation Plan (SWMP) to demonstrate compliance with stormwater mitigation requirements prior to project approval and issuance of local permits. Requirements that apply during the planning phase and prior to project entitlement include minimum standards for the implementation of LID practices and the integration of flow control criteria designed to mitigate storm runoff peaks and durations from development sites. This unified LID approach combines site planning and design measures coupled with engineered integrated management practices (IMPs), such as bioretention facilities, flow-through planters, dry wells, infiltration basins, and cisterns. By implementing the unified LID design procedure, projects may develop a single integrated design that demonstrates compliance with federal, state, and local stormwater regulations.

A SWQMP would be required for the proposed project if the project creates or replaces 2,500 square feet or more of impervious surface (collectively over the entire corridor), and would discharge directly to a Water Quality Environmentally Sensitive Area (WQESA). “Discharging directly to” includes flow that is conveyed overland a distance of 200 feet or less from the project to the WQESA, or conveyed in a pipe or open channel any distance as an isolated flow from the project to the WQESA (i.e., not commingled with flows from adjacent lands). Additionally, the

SWQMP would need to provide a water quality assessment for the roundabouts proposed to be installed at specific intersections.

City of Oceanside Grading Ordinance

The City Grading Ordinance established a set of standards regulating the design and construction of building sites and the development of property by grading. The purpose of the ordinance is to regulate the alteration of the ground surface; to minimize differential settlement and the slipping or sliding of the earth; and to require engineering analysis of expansive soil conditions, erosion control and drainage. This ordinance involves grading permit provisions (City of Oceanside 1982). All projects requiring grading must submit a grading and erosion control plan to the City Engineering Division for review. This plan encompasses multiple components, including but not limited to an erosion control plan, drainage study, soils report, and site plan (City of Oceanside 2016).

3.8.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact related to hydrology and water quality if it would:

1. Violate water quality standards or waste discharge requirements.
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been approved).
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation on- or offsite.
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
5. 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.
6. Otherwise substantially degrade water quality.
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
8. Place structures within a 100-year flood hazard area which would impede or redirect flood flows.
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
10. Result in inundation by seiche, tsunami or mudflow.

Impact Analysis

Issues 1 and 6: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality?

Complete Streets Improvements

As shown in Table 3.8-1, the San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Creek and Lagoon are all designated as impaired on the SWRCB 303(d) list of impaired water bodies. The primary impairments within the three water bodies encompassed within the project area include toxicity, sedimentation/siltation, indicator bacteria, and total dissolved solids. Construction of the Complete Streets improvements would generate pollutants that could potentially further degrade the surface water quality of the downstream receiving waters mentioned above. Common pollutants, such as sediments; hydrocarbons, such as fuels; asphalt materials; oils; debris and trash; and hazardous materials, such as paints and concrete slurries, may be discharged from the construction areas. Stormwater and non-stormwater runoff could potentially carry these pollutants directly into the water bodies contained within the project area or into the existing storm drain system along Coast Highway, which would ultimately discharge to the San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Creek and Lagoon, which ultimately discharge into the Pacific Ocean.

Construction activities for the Complete Streets improvements adjacent to the San Luis Rey River would be limited to road restriping and would not require asphalt grinding or other activities that would result in creation of debris, sedimentation, or runoff. Physical construction activities that could affect Loma Alta Creek and Slough and Buena Vista Creek and Lagoon waters include mid-block crosswalks proposed across Coast Highway adjacent to the Loma Alta Creek footpath (south of the existing Loma Alta Creek bridge) and near the Buena Vista Audubon Society driveway south of Eaton Street near Buena Vista Lagoon. However, compliance with the Construction General Permit would be required and a SWPPP would be implemented to minimize or eliminate the potential for pollutants to be discharged from physical construction activities into adjacent water bodies, as discussed in greater detail below.

While the specific construction schedule of the Complete Streets improvements is unknown at this time, the Complete Streets improvements would be constructed over five phases. Should construction of any phase of the Complete Streets improvements disturb 1 acre or more of ground surface at a time, compliance with the Construction General Permit would be required. The Construction General Permit requires the preparation and implementation of a SWPPP in order to obtain grading and building permits. The SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the project area. Construction BMPs would include, but not be limited to, the following:

- Minimization of disturbed areas to the portion of the project site necessary for construction
- Stabilization of exposed or stockpiled soils and cleared or graded slopes
- Establishment of permanent re-vegetation or landscaping as early as feasible

- Removal of sediment from surface runoff before it leaves the project site by silt fences or other similar devices around the site perimeter
- Diversion of upstream runoff around disturbed areas of the project site
- Protection of all storm drain inlets on site or downstream of the project site to eliminate entry of sediment
- Prevention of tracking of soil through use of a gravel strip or wash facilities at exits from the project area
- Proper storage, use, and disposal of construction materials
- Continual inspection and maintenance of all specified BMPs through the duration of construction

Additionally, areas of ground disturbance that are less than 1 acre would also be required to reduce discharge of sediment and water quality pollutants through compliance with City requirements. Consequently, all five phases of the Complete Streets improvements would be required to comply with regulations that would prevent the discharge of pollutants into waterways regardless of the size of the phase.

Due to the Complete Streets improvements being roadway improvements in nature, construction activities associated with the Complete Streets improvements would be categorized by the City as a project not subject to SUSMP Treatment Requirements. However, while the Complete Streets improvements would be exempt for SUSMP compliance, the City's contractor would be required to submit a completed Stormwater Quality Assessment form and receive a formal SUSMP determination (City of Oceanside 2017d). Further, while exempt from the SUSMP Treatment requirements, the Complete Streets improvements would still be required to implement all appropriate source-control BMPs, temporary construction BMPs, and permanent stabilization and erosion control BMPs during construction (City of Oceanside 2017d). Implementation of the abovementioned BMPs in combination with the BMPs included in the project-specific SWPPP and City requirements would minimize or eliminate the potential for sediment and other pollutants to be discharged from the project area. Therefore, impacts to water quality during construction of the Complete Streets improvements would be less than significant.

Following completion of the Complete Streets improvements, the majority of the Complete Streets improvements area would continue to be paved and developed, and would not contain large areas of exposed soil or other construction-related materials. Areas of landscaping within the Complete Streets improvements would contain permeable soils, stabilized by vegetation, resulting in less runoff being discharged into the existing storm drain system, and ultimately the Pacific Ocean. Per City SUSMP requirements, all development projects must implement permanent stabilization and erosion control BMPs to prevent erosion and topsoil loss from occurring during the lifetime of the development. Thus, with implementation of operational BMPs and vegetation, the potential for sediment and other pollutants to be discharged from the Complete Streets improvements area would be minimized. Therefore, impacts related to water quality during operation of the Complete Streets improvements would be less than significant.

Incentive District

The Incentive District would encourage redevelopment, including increased residential, commercial, and mixed-use development in an area that is entirely developed with urban uses. Construction activities associated with future development and redevelopment projects could involve ground-disturbing activities, such as demolition of existing buildings, trenching, excavation, and grading. Common pollutants, such as sediments; hydrocarbons, such as fuels; asphalt materials; oils; debris and trash; and hazardous materials, such as paints and concrete slurries, may be discharged from the construction sites. Stormwater and non-stormwater runoff could potentially carry these pollutants into the existing storm drain system along Coast Highway and could potentially degrade the surface water quality of downstream receiving waters, including ultimately the Pacific Ocean.

Areas of ground disturbance 1 acre or more in size would be required to comply with the Construction General Permit, which requires the preparation and implementation of a project-specific SWPPP in order to obtain grading and building permits. As outlined above, the SWPPP would identify site-specific construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater runoff from the project site.

Regardless of size, development and redevelopment projects which could occur under the Incentive District would be required to prepare and submit a project-specific application to the City's Engineering Department for a formal SUSMP Determination. The City would determine which type of stormwater document and construction BMPs would be required on a project-by-project basis to meet the requirements of the MS4 Permit and SUSMP (City of Oceanside 2017d). Further, development and redevelopment projects determined not to be exempt from the SUSMP Treatment Requirements, would be required to prepare a SWMP that includes source-control BMPs as well as LID features, such as, but not limited to, conserving natural topographic features, minimizing site imperviousness, maximizing infiltration, and retaining and reducing the rate of runoff (City of Oceanside 2017d). Implementation of the construction BMPs and LID features contained in the SWPPP and SWMP would minimize or eliminate the potential for sediment and other pollutants to be discharged from construction sites into downstream receiving waters, including the San Luis Rey River, Loma Alta Creek and Slough, Buena Vista Creek and Lagoon, and Pacific Ocean. For these reasons, impacts to water quality associated with construction of development and redevelopment projects which could occur under the Incentive District would be less than significant.

During operation of the development enabled by the Incentive District, individual development projects would be designed to comply with all applicable water quality or waste discharge regulations and standards. All future projects would be required to incorporate various LID features and BMPs into their design per City SUSMP requirements; these LID features are intended to control site runoff and in doing so minimize the amount of pollutants being discharged from the project site. Further, as each individual development project is proposed, the City would have the opportunity through the development review process to review and consider site-specific effects related to water quality and waste discharge. For these reasons, impacts

related to water quality during operation of development enabled by the Incentive District would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 2: Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Complete Streets Improvements

The Complete Streets improvements would consist of reducing Coast Highway from four travel lanes to two travel lanes, as well as constructing 12 roundabouts, mid-block crosswalks, and bulbouts and providing streetscaping throughout the corridor. Groundwater would not be used during construction of the Complete Streets improvements. Once complete, roadway improvements would only require water for irrigation of ornamental landscaping within roadway medians and along sidewalks. Landscaping would be completed with drought-resistant and low to medium water-use plants. The proposed landscaping would use the existing irrigation systems along Coast Highway and would require minimal irrigation expansion to the medians, but the increased water demand would be negligible compared to current conditions. Thus, the Complete Streets improvements would not substantially increase demand on the city's water supply, which includes groundwater sources, and would not deplete groundwater supplies within the city.

The Complete Streets improvements would occur within the existing right-of-way (ROW) of Coast Highway, which is currently developed, impervious surface. Implementation of the Complete Streets improvements would not introduce new areas of impervious surface within the corridor and would not interfere with or substantially alter the existing rate of groundwater recharge within the city. Further, streetscaping activities as part of the Complete Street improvements would reduce the amount of impervious surface as it would be converted to permeable, vegetated areas. Impacts to groundwater supplies and recharge would be less than significant.

Incentive District

The city of Oceanside is an urban, developed landscape with few vacant parcels. The project area overlies the San Luis Rey Valley Groundwater Basin within the Mission sub-basin. As discussed above, 13 percent of the city's water supply comes from groundwater, where additional growth within the city could affect groundwater supply. However, the intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City envisions in the project area. While implementation of the Incentive District could increase the rate and intensity of population growth, the growth that could occur under the Incentive District

would be required to be consistent with the City's General Plan and, thus, would not exceed the population growth anticipated by the General Plan.

Due to the highly urbanized character of the city, future development enabled by the Incentive District would not substantially increase the amount of impervious surface within the project area and groundwater recharge would be similar to existing conditions. Development and redevelopment within the Incentive District could encourage new open space, as project applicants would be able to receive a residential density bonus by providing public open space. The addition of potential open space within the project area could increase the amount groundwater recharge within the project area and city overall. For these reasons, impacts to groundwater supply and recharge during operation of development enabled by the Incentive District would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issues 3 and 4: 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, in a manner, which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Complete Streets Improvements

While Coast Highway crosses over the San Luis Rey River and Loma Alta Creek and Slough, all construction work for the Complete Streets improvements located on the bridges or in areas adjacent to these water bodies would be within the existing ROW and limited in extent and duration. No construction activities would occur within the channels of the San Luis Rey River or Loma Alta Creek and Slough and all work on the bridges would be elevated outside of the river/stream channel. In addition, no construction activities are proposed within Buena Vista Creek or Lagoon and construction work adjacent to this water body would consist of roadway restriping and landscaping. Implementation of the Complete Streets improvements would not result in the alteration of any of the water bodies located within the project area.

Throughout the rest of the project area, the majority of construction activities for the Complete Streets improvements would occur on the existing paved road surface itself and would not alter existing drainage patterns along Coast Highway. However, the construction of roundabouts, curb adjustments, and raised medians would require ground disturbance and excavation, which could alter existing drainage patterns within specific locations along the corridor. Construction of the Complete Streets improvements would occur in phases, and may or may not affect 1 acre or more of ground surface at a time. If 1 acre or more of ground surface is disturbed at a time, the project would be required to comply with the Construction General Permit, which required the preparation and implementation of a site-specific SWPPP. The site-specific SWPPP would

include erosion and sediment control BMPs designed to prevent erosion from occurring on site and to retain any eroded soils within site boundaries to be redeposited on site following construction. Areas of ground disturbance that are less than 1 acre would also be required to reduce erosion and sedimentation through compliance with City requirements.

The City Grading Ordinance requires submittal of a Grading and Erosion Control Plan to the City for review prior to issuance of a grading permit, which would ensure erosion control measures proposed on site are appropriate for stabilizing soils during construction. The ordinance also requires the submittal of a project-specific drainage study, which would analyze existing and post-construction drainage patterns and recommend any further project design features necessary to reduce flows to existing rates.

Further, while the Complete Streets improvements constitute a project type that is exempt from City SUSMP Treatment requirements, the City's SUSMP requires all development projects to implement LID features, including design features to retain and slow runoff from the project site. Stabilization of exposed or stockpiled soils and cleared or graded slopes would be implemented to reduce the potential for erosion and siltation and would control surface runoff such that flooding would not occur. Therefore, impacts to drainage alternations during construction of the Complete Streets improvements would be less than significant.

After completion of construction, the Complete Streets improvements would continue to operate as a transportation corridor and would not introduce additional impervious surfaces or increase runoff above existing conditions. Areas of landscaping would contain permeable soils, stabilized by vegetation, resulting in less potential for sediment to be discharged in stormwater runoff. Per City SUSMP requirements, all development projects must implement permanent stabilization and erosion control BMPs to prevent erosion and topsoil loss from occurring during development operation. Therefore, operation of the Complete Streets improvements would not result in substantial erosion or siltation on or off site nor would it result in on- or off-site flooding. For these reasons, impacts related to drainage alterations during operation of the Complete Streets improvements would be less than significant.

Incentive District

The Incentive District would encourage redevelopment, including increased residential, commercial, and mixed-use development in an area that is entirely developed with urban uses. Construction activities associated with future development and redevelopment projects could involve ground-disturbing activities, such as demolition of existing buildings, trenching, excavation, and grading. Construction of development and redevelopment projects which could occur under the Incentive District may or may not affect 1 acre or more of ground surface at a time. If 1 acre or more of ground surface is disturbed at a time, those development and redevelopment projects would be required to comply with the Construction General Permit, which requires the preparation and implementation of a site-specific SWPPP. The site-specific SWPPP would include erosion and sediment control BMPs designed to prevent erosion from occurring on site and to retain any eroded soils within site boundaries to be redeposited on site

following construction. Areas of ground disturbance that are less than 1 acre would also be required to reduce erosion and sedimentation through compliance with City requirements.

The City Grading Ordinance requires submittal of a Grading and Erosion Control Plan to the City for review prior to issuance of a grading permit, which would ensure erosion control measures proposed on site are appropriate for stabilizing soils during construction. The ordinance also requires the submittal of a project-specific drainage study, which would analyze the existing and post-construction drainage patterns and recommend any further project design features necessary to reduce flows to existing rates.

Additionally, development and redevelopment projects which could occur under the Incentive District would be required to prepare and submit a project-specific application to the City's Engineering Department for a formal SUSMP Determination. The City would determine which type of stormwater document and construction BMPs would be required on a project-by-project basis to meet the requirements of the MS4 Permit and SUSMP (City of Oceanside 2017d). Development and redevelopment projects determined not to be exempt from the SUSMP Treatment Requirements, would be required to prepare a SWMP that includes source-control BMPs and LID features, such as, but not limited to, conserving natural topographic features, minimizing site imperviousness, maximizing infiltration, and retaining and reducing the rate of runoff (City of Oceanside 2017d). Therefore, construction of development and redevelopment projects which could occur under the Incentive District would not result in substantial erosion or siltation on or off site, nor would it result in on- or off-site flooding. For these reasons, impacts to drainage would be less than significant during construction of future development enabled by the Incentive District.

During operation of the development enabled by the Incentive District, individual development projects would be designed to comply with all applicable drainage-related regulations and standards. All future projects would be required to incorporate various LID features and BMPs into their design per City SUSMP requirements; these LID features are intended to control site runoff and in doing so would minimize the amount of on- and off-site erosion and siltation and on- and off-site flooding. Further, as each individual development project is proposed, the City would have the opportunity through the development review process to review and consider site-specific effects related to drainage patterns and alterations. Impacts related to drainage during operation of development enabled by the Incentive District would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 5: Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Complete Streets Improvements

The majority of construction activities for the Complete Streets improvements would occur on the existing paved road surface itself and would not alter the existing drainage patterns along Coast Highway or cause runoff to increase over existing conditions. Implementation of the Complete Streets improvements would not introduce new areas of impervious surface within the corridor that could increase the amount of stormwater runoff. Additionally, landscaping activities as part of the Complete Street improvements would reduce the amount of impervious surface within the corridor, as impervious surfaces would be converted to permeable, vegetated areas. With the introduction of more landscaping throughout the corridor, the amount of runoff could potentially decrease with the increase of pervious surfaces. Construction activities would be required to comply with all applicable stormwater runoff regulations, including the Construction General Permit, which requires the preparation and implementation of a site-specific SWPPP. Refer above to Issue 3 and 4 for a detailed discussion regarding the Construction General Permit and SWPPP, SUSMP requirements, LID features and BMPs during construction.

After completion of construction, the Complete Streets improvements would continue to operate as a transportation corridor and would not introduce additional impervious surfaces or increase runoff above existing conditions. Areas of landscaping would contain permeable soils, stabilized by vegetation, resulting in less potential for sediment to be discharged in stormwater runoff. Per City SUSMP requirements, all development projects must implement permanent stabilization and erosion control BMPs to prevent erosion and topsoil loss from occurring during development operation. Therefore, operation of the Complete Streets improvements would not generate additional runoff flows which could exceed the capacity of the City's stormwater drainage system. Impacts related to the capacity of the City's stormwater drainage system during operation of the Complete Streets improvements would be less than significant.

Incentive District

The Incentive District would encourage redevelopment, including increased residential, commercial, and mixed-use development in an area that is entirely developed with urban uses. Construction activities associated with future development and redevelopment projects could involve ground-disturbing activities, such as demolition of existing buildings, trenching, excavation, and grading, which could contribute to off-site erosion and siltation. Construction of development and redevelopment projects which could occur under the Incentive District may or may not affect 1 acre or more of ground surface at a time. If a development or redevelopment projects disturb 1 acre or more of ground surface, it would be required to comply with the Construction General Permit, which requires the preparation and implementation of a site-specific SWPPP. The site-specific SWPPP would include BMPs designed to prevent erosion and other pollutants from being discharged from the project area. Areas of ground disturbance that are less than 1 acre would also be required to reduce erosion and sedimentation through compliance with City requirements. The City Grading Ordinance requires submittal of a Grading and Erosion

Control Plan to the City for review prior to issuance of a grading permit, which would ensure erosion control measures proposed on site are appropriate for stabilizing soils during construction as well as requires the submittal of a drainage study.

Additionally, development and redevelopment projects which could occur under the Incentive District would be required to prepare and submit a project-specific application to the City's Engineering Department for a formal SUSMP Determination. The City would determine which type of stormwater document and construction BMPs would be required on a project-by-project basis to meet the requirements of the MS4 Permit and SUSMP (City of Oceanside 2017d). Development and redevelopment projects determined not to be exempt from the SUSMP Treatment Requirements, would be required to prepare a SWMP that includes source-control BMPs and LID features, such as, but not limited to, conserving natural topographic features, minimizing site imperviousness, maximizing infiltration, and retaining and reducing the rate of runoff (City of Oceanside 2017d). Therefore, construction of development and redevelopment projects which could occur under the Incentive District would not result in an increase of stormwater runoff that would exceed the capacity of the City's stormwater drainage system.

The City of Oceanside requires developers to pay a drainage fee to provide funding to accommodate the demand generated by future development on the city's stormwater drainage system. Currently, the City has established a drainage fee range of $3,596 to $20,195 per acre depending on the Drainage Zone District the project site is located within (City of Oceanside 2016b). This fee would be required of all residential and nonresidential developments within the Incentive District boundaries. If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives), additional drainage fees would be collected. These drainage fees would then provide for the development of additional drainage facilities to service the new development. However, the specific location, timing, and nature of these additional facilities are not known at this time. While consideration of the environmental effects of these future safety facilities within the city would be speculative and is not within the scope of this CEQA document, development of those facilities will be required to adhere to the requirements of CEQA when they are proposed by the City of Oceanside in the future.

Because all future project applicants and private developers proposing residential and nonresidential projects under the Incentive District would be required to pay the drainage fee before the issuance of a building permit and these fees would be used to provide for additional facilities to service the new development enabled by the Incentive District, it can be reasonably assumed that the City of Oceanside will continue to keep pace with the development growth within the city. For these reasons, impacts to the City's existing stormwater drainage system would be less than significant during construction of future development enabled by the Incentive District.

During operation of the development enabled by the Incentive District, individual development projects would be designed to comply with all applicable drainage and water quality regulations and standards. All future projects would be required to incorporate various LID features and

BMPs into their design per City SUSMP requirements; these LID features are intended to control site runoff and would not exceed the existing capacity of the City's stormwater drainage system. Further, as each individual development project is proposed, the City would have the opportunity through the development review process to review and consider site-specific effects related to the capacity of the existing stormwater drainage system. For these reasons, impacts related to City's existing stormwater drainage system during operation of development enabled by the Incentive District would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issues 7 and 8: Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or place structures within a 100-year flood hazard area which would impede or redirect flood flows?

Complete Streets Improvements

The Complete Streets improvements would consist of reducing Coast Highway from four travel lanes to two travel lanes as well as constructing 12 roundabouts, mid-block crosswalks, and bulbouts, and providing streetscaping throughout the corridor. No residential components are proposed. Further, while portions of Coast Highway are currently located within 100-year flood hazards areas, the Complete Streets improvements would be constructed within the existing ROW and would not develop currently vacant parcels within a designated flood hazard area. Therefore, the Complete Streets improvements would not construct housing within a 100-year flood hazard area and no impact would occur.

Incentive District

The Incentive District would encourage development and redevelopment, including increased residential, commercial, and mixed-use development in an area that is entirely developed with urban uses. As shown in Figure 3.8-1, the parcels located immediately adjacent to Loma Alta Creek and Slough are located areas designated as within the 100-year floodway and the 100-year floodplain (FEMA 2012). These parcels are all currently developed with urban uses. Additionally, parts of the project area that surround the parcels located within Zone AE around Loma Alta Creek and Slough are located within the 500-year floodplain, where flood hazards would be minimum due to elevations being higher than the elevation of the 500-year flood (FEMA 2012; City of Oceanside 2017c). Future development and redevelopment that could occur under the Incentive District could place residential uses within a designated 100-year floodplain.

Development and redevelopment that could occur under the Incentive District on parcels designated within the 100-year floodplain would be required to comply with mandatory flood insurance requirements and floodplain management standards and regulations established by the City (City of Oceanside 2017c). In compliance with flood hazard regulations and standards,

future projects proposed for parcels designated within Zone AE would be required to incorporate site-specific project design features, such as increased fill to raise structures out of the 100-year flood hazard zone, to reduce the risk of flooding hazards. Additionally, Policy 6.3 within the Public Safety Element of the City's General Plan states that any development application for new construction and/or substantial improvements or upgrades to existing development within the 100-year floodplain shall be reviewed by the City to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. During the development review process of future projects located within the 100-year floodplain, the City would review design plans and the overall development applications to ensure projects are meeting the standards and requirements in order to minimize flood hazards. Therefore, with compliance with the National Flood Insurance Program and the City's regulations and standards, impacts associated with development and redevelopment on parcels within the 100-year floodplain would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 9: Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Complete Streets Improvements

The Complete Streets improvements would consist of reducing Coast Highway from four travel lanes to two travel lanes as well as constructing 12 roundabouts, mid-block crosswalks, bulbouts, and providing streetscaping throughout the corridor. While the northern portion of Coast Highway adjacent to the San Luis Rey River is located within the dam inundation area for the Henshaw Lake Dam, the Complete Streets improvements in that area would consist primarily of restriping and streetscaping activities. Therefore, the Complete Streets improvements would not expose people or structures to a significant risk associated with failure of a levee or dam. No impact would occur.

Incentive District

As shown on Figure 3.8-1, the Incentive District area does not include any parcels designated within the dam inundation area for Henshaw Lake Dam (City of Oceanside 2002). Additionally, according to the Draft Dam Failure Map developed for County of San Diego Hazard Mitigation Planning, there are no other areas within the city of Oceanside that are susceptible to inundation from dam failure (County of San Diego 2009). Therefore, development and redevelopment which could occur under the Incentive District would not expose people or structures to significant risks associated with dam failure. No impact would occur.

Mitigation Measures: No mitigation measures are required.

Significance Determination: No impact

Issue 10: Would the project result in a substantial increase in risk of exposure to inundation by seiche, tsunami, or mudflow?

Tsunamis are giant sea waves created by the sudden uplift of the sea floor, generally caused by a seismic activity. As shown on Figure 3.8-2, portions of the project area which are located immediately adjacent to the San Luis Rey River and Loma Alta Creek and Slough are designated within the city's tsunami inundation area (Cal EMA 2009). The portions of the Complete Streets improvements within the designated tsunami inundation areas would be constructed within the existing ROW for Coast Highway, and the risk of exposure to tsunami inundation would be similar to existing conditions. The Complete Streets improvements within the designated tsunami inundation areas would be located at higher elevations on existing bridges over the San Luis Rey River and Loma Alta Creek and Slough, which would further reduce the risk of tsunami inundation.

As shown on Figure 3.8-2, a small number of currently developed parcels located immediately adjacent to Loma Alta Creek and Buena Vista Lagoon within the Incentive District area are within the designated tsunami inundation zone (Cal EMA 2009). However, the probability of a tsunami large enough to exceed the bank elevations within the Loma Alta Creek Slough and Buena Vista Lagoon and overflow to the adjacent parcels is low. For future development or redevelopment which could occur under the Incentive District on those parcels located within immediately adjacent to Loma Alta Creek and Slough and Buena Vista Lagoon the risk of tsunami inundation would be similar to existing conditions. Therefore, impacts associated with the increased risk of tsunami inundation would be less than significant.

A seiche is an oscillating wave in an enclosed or restricted body of water generated by ground motion during an earthquake (City of Oceanside 2002). These waves can cause the overflow of a lake, reservoir, or lagoon. According to the City's General Plan Public Safety Element, there is minimal potential for seiche to occur within the lagoons within the city and thus minimal potential to affect the project area (City of Oceanside 2002). Therefore, impacts associated with seiche would be less than significant.

Mudflows are rivers of liquid and flowing mud on the surface of normally dry land, often caused by a combination of brush loss and subsequent heavy rains (FEMA 2015). As discussed in Section 3.5, Geology, Soils, and Seismicity, the project area is relatively flat and is located in the vicinity of the coast in an area where susceptibility to landslides is very low. Therefore, the project area would not likely be subject to mudflows during heavy rain events. As a result, increased risk of mudflows would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

3.9 Land Use and Planning

This section provides an assessment of project effects related to land use and planning, and addresses whether the proposed project would physically divide existing communities and potential conflicts with existing land use policies. An assessment of the consistency of the proposed project with the San Diego Association of Governments (SANDAG) Regional Plan and the City's General Plan, Local Coastal Program (LCP), and Zoning Ordinance is also provided. The Coast Highway Incentive District Ordinance and the proposed amendments to the City's General Plan and LCP are included in Appendices I and J of this EIR, respectively.

This analysis complies with Section 15125(d) of the CEQA Guidelines, which direct all EIRs to discuss any inconsistencies between a proposed project and applicable general plans and regional plans. Consistency with policies related to specific environmental issues (e.g., air quality, biology, traffic) is addressed in the environmental topical areas included in other sections of this EIR.

3.9.1 Environmental Setting

The city of Oceanside encompasses approximately 42 square miles, and is bound by the Pacific Ocean to the west, Camp Pendleton to the north, the city of Vista and county of San Diego to the east, and the city of Carlsbad to the south. Oceanside is largely developed and predominantly has the attributes of a coastal community. The city's primary coastal resources include approximately 3.5 miles of public beaches, a public marina, an approximately 2,000-foot pier, three coastal watersheds and the extension of Lawrence Canyon, and the Buena Vista Nature Center (City of Oceanside 2017).

Development along the coast and in the project area is organized by a grid pattern of streets and generally consists of single-family homes along southern portions of the city's coastline, medium- to higher-density residential uses within the central and northern portions, hospitality and other visitor-serving uses in the downtown district and within the harbor, and community-serving commercial uses along the length of Coast Highway. A nine-block master plan area in the downtown district, featuring hotels and mixed-use buildings, is now under development.

Within the city, major commercial corridors extend from the coastal zone to inland Oceanside and include Oceanside Boulevard, Mission Avenue, College Boulevard, and Vista Way. Regional shopping areas are located along the State Route 78 corridor, and industrial development is largely located in industrial districts along Oceanside Boulevard.

The proposed project is located in western Oceanside just inland from the coast. The project area extends approximately 3.5 miles from the northern terminus of Coast Highway at Harbor Drive to Eaton Street near the city's southern boundary. Generally, the project area is relatively flat and, given its proximity to the Pacific Ocean, has low elevations. The project area is located within urbanized downtown Oceanside and is bounded to the north by the San Luis Rey River and to the south by Buena Vista Lagoon. Loma Alta Creek, a concrete subgrade channel, bisects the central portion of the project area.

The project area is entirely developed, with urban uses along both sides of Coast Highway, including single-family and multi-family residential, commercial, mixed-use, light industrial and public use space. The primary uses along Coast Highway consist of commercial and auto-oriented uses. Residential uses surround the project area to the east and west. A small amount of industrial uses, consisting of small-scale warehouses, are present around the Sprinter station. Coast Highway is also a heavily traveled transportation corridor that connects the coastal neighborhoods to the inland portion of the city as well as providing regional connectivity. The Oceanside Transit Center and Sprinter Station provide rail connections to Los Angeles, downtown San Diego, San Marcos, and Escondido. Transit-oriented development has increased in recent years as transit and walkability have become more of a priority for the City. Most of the project area is within 10 minutes of the beach via foot.

Along Coast Highway, the buildings are of different shapes and sizes with irregular setbacks, where street fronts vary in architectural style, composition, and mass. Generally, architectural styles represent 1970s-era character. Existing buildings are generally of lower mass and size, and are significantly lower than the allowable maximum height of 45 feet. The majority of the project area has a well-defined geometric street grid, which allows for increased walkability; however, around the Sprinter Station the street grid becomes more irregular, which makes this area less walkable because this area is currently oriented toward more industrial-type development.

3.9.2 Regulatory Framework

State

California Coastal Act

The California Coastal Act (Public Resources Code Section 30000 et seq.) authorizes the State of California to regulate development within the Coastal Zone, defined as the area between the seaward limits of the state's jurisdiction and generally 1,000 yards landward from the mean high-tide line of the sea. In Oceanside, the Coastal Zone boundary generally encompasses the area east of the Pacific Ocean to Freeman Street (refer to Figure 2-4).

The basic goals of the Coastal Act, per Public Resources Code Section 30001.5, are:

(a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.

(b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Coastal Act's coastal resources planning and management policies cover six areas: public access, recreation, the marine environment, land resources, development, and industry. The policies articulate requirements for public access and for protection of marine resources and environmentally sensitive habitat areas. They lay out clear priorities for concentrating development in urbanized areas, preserving agriculture and open space, protecting fishing and coastal-dependent industry, promoting recreational use of the coast, and giving priority to visitor-serving commercial uses over general commercial or residential development.

The Coastal Act requires that individual jurisdictions adopt an LCP to implement the Coastal Act. Oceanside's LCP consists of a land use plan document (separate from the General Plan) containing land use policies and an implementing ordinance—the Coastal Zoning Ordinance for Coastal Areas (also referred to as the 1986 Zoning Ordinance) is the LCP implementing ordinance. Development in the city's Coastal Zone must comply with the LCP in addition to the General Plan.

Regional

San Diego Association of Governments Regional Plan – "San Diego Forward"

On October 9, 2015, the San Diego Association of Governments (SANDAG) adopted "San Diego Forward," a Regional Plan that merged its Regional Comprehensive Plan with the 2050 Regional Transportation Plan and the Sustainable Communities Strategy (herein referred to as the Regional Plan). The Regional Plan serves as the blueprint for the San Diego region, particularly in guiding SANDAG in focusing investment in transportation infrastructure, community revitalization, and environmental protection and stewardship. The Regional Plan sets forth the following six general objectives:

1. Habitat and Open Space Preservation
2. Regional Economic Prosperity
3. Environmental Stewardship
4. Mobility Choices
5. Partnerships/Collaboration
6. Healthy and Complete Communities

At the core of the Regional Plan is a Sustainable Communities Strategy that charts a course toward lowering greenhouse gas emissions and includes the following five building blocks:

- A land use pattern that accommodates the region's future employment and housing needs, and protects sensitive habitats, cultural resources, and resource areas.
- A transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with reasonably expected funding.
- Managing demands on the region's transportation system in ways that reduce or eliminate traffic congestion during peak periods of demand.

- Managing the region's transportation system through measures that maximize the overall efficiency of the transportation network.
- Innovative pricing policies and other measures designed to reduce the number of miles people travel in their vehicles, as well as traffic congestion during peak periods of demand.

Refer to **Table 3.9-1** for the proposed project's consistency with the objectives and goals of the SANDAG Regional Plan.

Local

City of Oceanside General Plan and Local Coastal Program

The General Plan contains 10 elements, including the Land Use Element, which was most recently amended in 1989. The Land Use Element establishes the City's strategy for determining future location, type, and intensity of new development and redevelopment projects, and the desired mix and relationship between such projects. As a guide to future growth and development, the Land Use Element identifies the general distribution, location, mix, and extent of desired land uses, including residential, commercial, industrial, public facilities, and open space uses. Refer to **Table 3.9-2** for the goals and policies of the Land Use and Circulation Elements of the City's General Plan that are related to the proposed project.

The project area is located within the Coastal Zone of the city, where the Coastal Zone boundary generally encompasses the area from just east of Coast Highway to the Pacific Ocean. The California Coastal Act (Public Resources Code Section 30000 et seq.) authorizes the State of California to regulate development within the Coastal Zone and requires that individual jurisdictions adopt LCPs to implement the Coastal Act. The City adopted an LCP, which was certified by the California Coastal Commission (CCC) in 1986. The LCP outlines goals, policies and programs to ensure appropriate development and land uses within the coastal area. The City's LCP consists of a land use plan document (separate from the General Plan), which contains land use policies, and an implementing ordinance—the Coastal Zoning Ordinance for Coastal Areas (1986 Zoning Ordinance). While development within the city's Coastal Zone must comply with the LCP in addition to the General Plan, the LCP land use designations supersede the General Plan land use designations for the Coastal Zone. Refer to **Table 3.9-3** for the objectives and policies of the LCP that are related to the proposed project.

Figure 2-3 in the Project Description illustrates the existing General Plan and LCP land use designations within the project area. The City's General Plan and LCP designate the following land uses within the project area:

- Coastal General Commercial (C-GC) – Allows for a variety of retail, service, and office uses. Visitor uses, such as restaurants, hotels and motels may be located in this land use designation, especially on sites with good freeway access and exposure. The major general commercial corridor in the Coastal Zone is along Coast Highway.
- Coastal Dependent, Recreational and Visitor Serving Commercial (C-VC) – Allows for specialized commercial uses which are directly dependent, supportive or related to the coast. Such uses provide services or goods for coastal industries or recreationists, and

include boat sales, supplies, and service; diving, commercial fishing, and sportfishing establishments; restaurants, snack bars and convenience markets; gift, sundries, and novelty shops; transient accommodations such as hotels, motels, tourist cottages, campgrounds and recreational vehicle parks; and recreational equipment rentals (such as bicycles, roller skates, surfboards).

- Coastal Residential High Density (C-RH) - The density range for this classification is 15 units per acre and up with the upper limit set by the Zoning Ordinance and Redevelopment Design Guidelines. The density for any given project in this category should be based upon site characteristics, compatibility with the surrounding neighborhood, project type, and service availability.
- Coastal Light Industrial (C-LI) - Only one light industrial site of 11 acres remains in the Coastal Zone. First priority for use of this area would be small coastal-dependent or related industries such as boat building, sail making or a boat repair yard. If, because of the site's small size and isolated location, such coastal dependent uses are not possible, light industrial uses should be allowed.
- Coastal Transportation and Utility (C-TU) - This classification encompasses the Atchison, Topeka and Santa Fe Railroad, which is the major public utility in the project area. The corridor includes open space which buffers the railroad from surrounding noise-sensitive land uses and also serves as a reserve corridor for future transportation needs. The railroad corridor also includes a site designated for a possible multi-modal transportation facility.

City of Oceanside Coastal Zoning Ordinance

The City of Oceanside Coastal Zoning Ordinance for Coastal Areas (also referred to as the 1986 Zoning Ordinance) provides a guide to physical development within the coastal zone of the city. Figure 2-4 in the Project Description shows the existing zoning designations within the project area. The project area is located within the Coastal Zone of the city, where the City's Coastal Zoning Ordinance for Coastal Areas (1986 Zoning Ordinance) is the implementing ordinance of the City's LCP. As shown in Figure 2-4, while there is a range of zoning designations present within the project area, the primary zoning designation is General Commercial (C-2). The City's Coastal Zoning Ordinance for Coastal Areas (1986 Zoning Ordinance) established the following uses per each zoning designation within the project area:

- General Commercial (C-2) – Provides for a wide range of retail, professional and administrative, mixed-use, and entertainment uses of relatively higher intensity within close proximity to residential zoning or development.
- Visitor Commercial (VC) – Provides recreation-oriented and visitor-serving commercial activities near recreation and scenic areas with immediate access to freeways and major thoroughfares. This zoning designation encompasses specialized commercial uses which are directly dependent, supportive, or related to the coast including the Harbor area, the San Luis Rey River area, and the municipal pier area.
- Neighborhood Commercial (C1) – Provides standards for retail and service commercial uses which by their nature are of moderate intensity; are necessary in order to provide convenient

daily shopping facilities to residential home and apartment dwellers; and are generally adjacent to or within close proximity to residential zoning or development.

- Light Industrial (M1) – Allows a wide diversity of industrial uses under minimum development and operational controls in areas where such uses would not have an adverse effect on adjacent residential areas.
- Medium Density Residential (R-3) – Allows for the orderly development of multiple-family residences in a manner compatible with surrounding properties.
- Office Professional (OP) – Provides for businesses, office, administrative, or professional land uses of low intensity that are compatible with adjacent residential zoning or development.
- Public Utility Transportation Zone (PUT) – Applies to those lands in which major transportation corridors or public utility facilities are existing or proposed.

City of Oceanside Coast Highway Vision and Strategic Plan

The Coast Highway Vision and Strategic Plan (Vision Plan) is an advisory document that is used as a guide for the revitalization and enhancement of the Coast Highway corridor. The Vision Plan includes a conceptual design vision, a series of potential implementation strategies, and design guidelines to help facilitate high-quality design and stimulate economic investment within the Coast Highway corridor. The proposed project's amendments to the General Plan, LCP, and Zoning Ordinance implement the intent and objectives of the Vision Plan.

3.9.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact related to land use and planning if it would:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Section 3.3 of this EIR includes an analysis of whether the project would conflict with a habitat conservation plan or natural community conservation plan.

Impact Analysis

Issue 1: Would implementation of the proposed project physically divide an established community?

Complete Streets Improvements

The city of Oceanside is an urban, developed landscape with few vacant parcels. The Complete Streets improvements would consist of reducing Coast Highway from four travel lanes to two

travel lanes as well as construct 12 roundabouts, mid-block crosswalks, bulbouts, and provide streetscaping throughout the corridor. With construction of the Complete Streets improvements Coast Highway would continue to operate as a transportation corridor, similar to its current function. No additional roadways or other linear features would be constructed as part of the Complete Streets improvements. For these reasons, the Complete Streets improvements project features would not physically divide an established community.

Incentive District

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the Coast Highway corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. However, development and redevelopment enabled by the Incentive District would occur within already developed parcels where urban land development is already allowed. The land uses within the Incentive District boundaries are connected with themselves and the land surrounding them. The Incentive District would not change this condition. The Incentive District has also been designed to create more connectivity rather than less. For these reasons, the Incentive District's project features would not physically divide an established community.

Mitigation Measures: No mitigation measures required.

Significance Determination: No impact

Issue 2: Would the proposed project conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Consistent with the CEQA Guidelines, Section 15125(d), an EIR shall discuss any inconsistencies between a proposed project and applicable General Plan and regional plans. The following analysis addresses this requirement, as it pertains to land use. In addition, policies related to specific environmental issues are addressed in other sections of this EIR within the particular topical section (e.g., Section 3.1, Aesthetics; Section 3.2, Air Quality; Section 3.3, Biological Resources).

As discussed earlier in Section 3.9.2, Regulatory Framework, applicable land use plans, policies, and regulations include the SANDAG Regional Plan, City's General Plan, LCP, and Zoning Ordinance. The proposed project's consistency for each of the above-listed land use plans, policies, and regulations is addressed in the tables that follow.

The evaluation of consistency with plans and policies is intended to provide perspective on whether the proposed project fits into the framework of goals and policies that the City has adopted to guide its future growth and development. The following discussion and tables summarize the relevant sections of the SANDAG Regional Plan, City of Oceanside General Plan,

LCP, and Zoning Ordinance and evaluate the proposed project's consistency with these guiding policies.

SANDAG Regional Plan

As described in the Section 3.9.2, Regulatory Setting, the SANDAG Regional Plan serves as the blueprint for how the San Diego region will grow and how SANDAG will invest in transportation infrastructure to provide more transportation choices, strengthen the economy, promote a healthy environment, and support thriving communities. Table 3.9-1 lists and provides the consistency analysis of the applicable Regional Plan goals related to the proposed project. As shown in Table 3.9-1, the proposed project would be consistent with the Regional Plan.

TABLE 3.9-1
CONSISTENCY OF PROPOSED PROJECT WITH SANDAG REGIONAL PLAN

Regional Plan Goals	Statement of Consistency, Non-Consistency, or Not Applicable
Habitat and Open Space Preservation	
Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas.	**Consistent.** The city of Oceanside is a developed, urban environment, especially in the Coastal Zone, where the project is located. The Complete Streets improvements would occur within the existing ROW. Once complete, Coast Highway would continue to serve as a transportation corridor. The development and redevelopment enabled under the Incentive District would be located within a buildout urban environment. Thus, growth would occur in an already urban area.
Protect and restore our region's urban canyons, coastlines, beaches and water resources.	**Consistent.** The project would comply with all applicable regulations, policies, and standards established to protect the region's natural resources, including coastlines, beaches, and water resources.
Regional Economic Prosperity	
Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages.	**Consistent.** The Complete Streets improvements component of the project is a transportation project by nature as it would convert Coast Highway from four travel lanes to two lanes; construct roundabouts, mid-block crosswalks, and raised medians; and provide Class II bike lanes and streetscaping. An aim of the Complete Streets improvements is to slow vehicular traffic and increase walkability to transform the Coast Highway corridor into an economic center. Further, the development and redevelopment enabled under the Incentive District would allow for an increase in residential density, which would allow residents to walk to places within the corridor where they could work and play.
Environmental Stewardship	
Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.	**Consistent.** The Complete Streets improvements component of the project is a transportation project by nature as it would convert Coast Highway from four travel lanes to two lanes; construct roundabouts, mid-block crosswalks, and raised medians; and provide Class II bike lanes and streetscaping. An aim of the Complete Streets improvements is to slow vehicular traffic and increase walkability as well as promote bicycling as a means of transportation within the city. With less reliance on vehicles within the city, impacts to the environment would be reduced. Further, the development and redevelopment within the Incentive District could encourage new open space, as project applicants would be able to receive increased residential density by providing public open space.

TABLE 3.9-1
CONSISTENCY OF PROPOSED PROJECT WITH SANDAG REGIONAL PLAN

Regional Plan Goals	Statement of Consistency, Non-Consistency, or Not Applicable
Mobility Choices	
Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.	**Consistent.** As discussed in Section 3.14, Transportation and Traffic, there are two train stations, Oceanside Transit Center and Coast Highway SPRINTER station, located within the project area, as well as various bus routes provided by North County Transit District and Riverside Transit Agency. Development and redevelopment under the Incentive District could increase residential uses around Oceanside Transit Center and Coast Highway SPRINTER station so residents would be able to conveniently walk to alternative transportation options. Further, continuous Class II bike lanes would be provided from Harbor Drive to the southern city limit as part of the Complete Streets improvements, with the aim to increase bicycling as a means of alternative transportation within the city.
Healthy and Complete Communities	
Create great places for everyone to live, work, and play.	**Consistent.** An objective of the project is to revitalize and transform the Coast Highway corridor to support an increased density of residential uses as well as transition to an economic center that is walkable. Implementation of the project would provide a stimulus to encourage the type of development that the City would prefer in the project area. With adoption of the Incentive District, a "main street" type of character could be established that supports both residential and commercial uses, where residents could live, work, and play.
Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.	**Consistent.** As stated above, development and redevelopment under the Incentive District could increase residential uses around Oceanside Transit Center and Coast Highway SPRINTER station so residents would be able to conveniently walk to alternative transportation options. Continuous Class II bike lanes would be provided from Harbor Drive to the southern city limit as part of the Complete Streets improvements, with the aim to increase bicycling as a means of alternative transportation within the city. Further, implementation of the Complete Streets improvements would generally increase the walkability of the project area.
Increase the supply and variety of housing types – affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.	**Consistent.** The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus and encourage the type of development that the City would prefer in the project area. Additionally, the development and redevelopment under the Incentive District could increase residential uses around Oceanside Transit Center and Coast Highway SPRINTER station so residents would be able to conveniently walk to alternative transportation options. Further, the City would review development and redevelopment projects proposed under the Incentive District on a project-by-project basis, which will ensure that a variety of housing types are approved within the project area in accordance with the City's vision.

City of Oceanside General Plan and Local Coastal Program

Table 3.9-2 identifies all City policies relevant to the proposed project from the Land Use and Circulation Elements of the City's General Plan and includes analysis of the project's consistency with these policies. As described in Table 3.9-2, the project is consistent with all relevant policies set forth in the City's General Plan. As stated in Chapter 2, Project Description, implementation of the proposed project includes text and map amendments to the General Plan and LCP. The General Plan text amendments would amend the City of Oceanside Land Use Element to establish guiding policies for the Vision Plan and the Incentive District and to clarify land use descriptions to ensure consistency with the intent and objectives of the Vision Plan and the Incentive District (refer to Appendix J of this EIR). In addition, the General Plan text amendments would amend the City of Oceanside Circulation Element to incorporate policies, objectives, guidelines, and roadway classification standards to accommodate the proposed Complete Streets improvements.

In order to implement the proposed project, the City would also be required to process and adopt an LCP Amendment, which would also require adoption by the CCC. Table 3.9-3 identifies all City policies relevant to the proposed project from the City's LCP and includes analysis of the project's consistency with these policies. As described in Table 3.9-3, the project is consistent with all relevant policies set forth in the City's LCP. The LCP Amendment would amend the City's LCP, including amending the land use plan and the implementing ordinance to ensure consistency with the Incentive District. The land use plan amendments include amended text pertaining to the General Commercial, Coastal Dependent, Recreational &Visitor Serving Commercial, Light Industrial and High Density Residential land use classifications to ensure consistency with the intent and objectives of the Vision Plan and the Incentive District.

The General Plan and LCP map amendments include amending the Coastal Land Use Plan. The map amendments include redesignating several properties currently designated as Light Industrial to General Commercial (refer to Figure 2-10) and High Density Residential to General Commercial (refer to Figure 2-11). The General Plan Amendments and LCP Amendment would be adopted concurrently with the proposed project by the City Council. Therefore, with adoption of the amendments to the General Plan and the LCP, the proposed project would be consistent with the City's General Plan and LCP.

TABLE 3.9-2
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE GENERAL PLAN

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Land Use Element	
Goal 1 Community Enhancement: The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.	
Policy LU-1.1B: Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.	**Consistent.** The Complete Streets improvements would be constructed within the existing ROW of Coast Highway, which would continue to serve as a transportation corridor after project completion. Adoption of the Incentive District would not introduce new land use designations or zoning designations that are incompatible with existing land use and zoning designations.
Policy LU-1.1C: The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.	**Consistent.** This EIR analyzes the long-term environmental impacts associated with the proposed project as the analysis assumes project activities till 2035. The potential environmental impacts associated with the Incentive District and the Complete Streets improvements have been considered in the environmental topical analyses in this EIR (e.g., traffic, air quality, biological resources). Potential environmental impacts that could occur with implementation of the proposed project would be mitigated to the extent feasible by the measures provided in the other sections of Chapter 3 (Environmental Analysis) of this EIR. Mitigation measures have been identified to reduce significant impacts in the following EIR sections: Section 3.2 (Air Quality); Section 3.3 (Biological Resources); Section 3.4 (Cultural Resources); Section 3.6 (Greenhouse Gas Emission); Section 3.7 (Hazards and Hazardous Materials); Section 3.10 (Noise and Vibration); and Section 3.14 (Transportation and Traffic). Further, the City would approve future development and redevelopment enabled under the Incentive District on a project-by-project basis to ensure all project-specific impacts have been mitigated to the lowest extent possible.
Policy LU- 1.11B: The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community**.**	**Consistent.** The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The Incentive District seeks to create a better balance of land uses in recognition of the market potential and the desire of the City to promote an increase of residential, office, hotel, and retail/restaurant uses. Further, the City would approve future development and redevelopment enabled under the Incentive District on a project-by-project basis to avoid any land use inconsistencies.
Policy LU-1.11C: The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.	**Consistent.** The proposed project consists of the Complete Streets improvements and the Incentive District. The projected development anticipated with the proposed project (refer to Table 2-1) for the Incentive District was developed based on the traffic modeling of the proposed project with the city's circulation system. The potential environmental impacts related to the city's circulation system associated with implementation of the proposed project have been considered in the topical analysis in Section 3.14 of in this EIR. Further, the City would approve future development and redevelopment enabled under the Incentive District on a project-by-project basis to ensure the city's circulation system is not overburdened beyond design capacity.

TABLE 3.9-2
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE GENERAL PLAN

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy LU-1.12A: Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.	**Consistent.** The Complete Streets improvements would be constructed within the existing ROW of Coast Highway, which would continue to serve as a transportation corridor after project completion. Adoption of the Incentive District would not introduce new land use designations or zoning designations that are incompatible with existing land use and zoning designations. Further, the Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. The form-based design and development standards would ensure that future projects are architecturally similar to surrounding development and existing aesthetic themes. The Incentive District Ordinance includes a Setback Plan, which establishes minimum and maximum setbacks along the primary frontage of all parcels within the project area to ensure that adequate buffers and transition zones are provided between uses with different densities.
Policy LU-1.12B: The use of land shall not create negative visual impacts to surrounding land uses.	**Consistent.** The Complete Streets improvements would be constructed within the existing ROW of Coast Highway, which would continue to serve as a transportation corridor after project completion. Adoption of the Incentive District would not introduce new land use designations or zoning designations that are incompatible with existing land use and zoning designations. Further, the Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. The form-based design and development standards would ensure that future projects are architecturally similar to surrounding development and existing aesthetic themes.
Policy LU-1.12C: The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.	**Consistent.** The Complete Streets improvements would be constructed within the existing ROW of Coast Highway, which would continue to serve as a transportation corridor after project completion. Adoption of the Incentive District would not introduce new land use designations or zoning designations that are incompatible with existing land use and zoning designations. Further, the Zoning Ordinance Amendment would rezone those properties within the Incentive District boundaries currently designated as Light Industrial (M1) and Public Utility Transportation Zone (PUT) to General Commercial (C-2). By rezoning M1 parcels and a PUT parcel to C-2, the Incentive District could result in the transition of existing industrial uses to new commercial land uses, which would be more compatible with the development pattern of the area. A decrease in industrial uses within the project area would be a desirable outcome of the Incentive District, and could result in a gradual decrease in the amount of noise odor and other indirect results of industrial land uses.

TABLE 3.9-2
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE GENERAL PLAN

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy LU-1.16C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.	**Consistent.** The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. The development and redevelopment under the Incentive District could increase residential uses around the Oceanside Transit Center and Coast Highway SPRINTER station so residents would be able to conveniently walk to alternative transportation options. With the potential increase of residential uses near commercial uses, residents could work and live within the project area.
Policy LU-1.16D: The City shall encourage development of a variety of housing opportunities, with special emphasis on providing: 1) A broad range of housing types, with varied levels of amenities and number of bedrooms; 2) Sufficient rental stock for all segments of the community, including families with children; 3) Housing which meets the special needs of the elderly and the handicapped.	**Consistent.** The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. The City would review development and redevelopment projects proposed under the Incentive District on a project-by-project basis, which will ensure that a variety of housing types are approved within the project area in accordance with the City's vision.
Policy LU-1.17D: Compact and in-fill development should be encouraged to concentrate expenditures for public services.	**Consistent.** The city of Oceanside is a developed, urban environment, especially in the Coastal Zone, where the project is located. The Complete Streets improvements would occur within the existing ROW and Coast Highway would continue to serve as a transportation corridor after project completion. The development and redevelopment enabled under the Incentive District would be located within a buildout urban environment, where development and redevelopment would primarily consist of infill development on currently developed parcels.
Policy LU-1.21B: Common open spaces within a project site shall be contiguous, unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.	**Consistent.** The Complete Streets improvements component of the project is a transportation project by nature as it would convert Coast Highway from four travel lanes to two lanes; construct roundabouts, mid-block crosswalks, and raised medians; and provide Class II bike lanes and streetscaping. An aim of the Complete Streets improvements is to slow vehicular traffic and increase walkability as well as promote bicycling as a means of transportation within the city. With less vehicular use within the city, impacts to the environment would be reduced. Further, the development and redevelopment within the Incentive District could encourage new open space, as project applicants would be able to receive a residential density bonus by providing public open space.

TABLE 3.9-2
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE GENERAL PLAN

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy LU-1.32A: The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone. Specifically, the goals and policies of the Local Coastal Program Land Use Plan shall be the guiding policy review document.	**Consistent.** As shown in Table 3.9-3, the project has been reviewed for consistency with the City's adopted LCP and has been determined to be consistent with all applicable LCP policies. To implement the proposed project, the City would be required to process and adopt an LCP Amendment, which would also require adoption by the CCC. The LCP Amendment would amend the City's LCP, including amending the land use plan and the implementing ordinance to ensure consistency with the Incentive District. The land use plan amendments as part of the LCP Amendment would amend text pertaining to the General Commercial, Coastal Dependent, Recreational &Visitor Serving Commercial, Light Industrial and Residential High Density land use classifications to ensure consistency with the intent and objectives of the Vision Plan and the Incentive District. LCP map amendments include redesignating several properties currently designated as Light Industrial to General Commercial (refer to Figure 2 10) and Residential High Density to General Commercial (refer to Figure 2-11). Thus, the LCP Amendment would be approved concurrent with the adoption of the proposed project and all policies would be consistent.
Goal 2: Community Development. The continual long-term enhancement of the community through the development and use of land which is appropriate and orderly with respect to type, location, timing, and intensity.	
Policy LU-2.2A: The City shall preserve and enhance viable, positive commercial developments through the proper allocation of all commercial land use designations.	**Consistent.** Currently, the Coast Highway corridor contains a high amount of commercial development. The Incentive District seeks to create a better balance of land uses in recognition of the market potential and the desire of the City to promote an increase of residential, office, hotel, and retail/restaurant uses. However, the Incentive District would still designate commercial uses within the project area and would allow for future commercial developments within the project area.
Policy LU-2.32A: The base density shall be considered the appropriate density for development within each residential land use designation.	**Consistent.** Land Use Element Policy LU 2.32B allows for an increase in density above the base density for residential projects that possess an excellence of design features. The Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. The form-based design and development standards would ensure high-quality design features for development and redevelopment enabled under the Incentive District. Adoption of the Incentive District would allow for increased residential density in the Node areas above base densities in exchange for public benefits, such as additional open space, public parking, streetscape improvements, additional commercial floor area, and payment to a Public Improvement Fee. Based on the high-quality of the form-based design and development standards, the City could allow for higher densities within the Node areas on a project-by-project basis. Further, with the adoption of the proposed amendments to the General Plan, LCP, and Zoning Ordinance to adopt and implement the land use designations and densities established within the Incentive District, the higher densities would be allowed.
Policy LU-2.32B: Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project	**Consistent.** The Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings

TABLE 3.9-2
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE GENERAL PLAN

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
characteristics that exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following: I) Infrastructure improvements beyond what is necessary to serve the project and its population. 2) Lot standards (i.e. lot area, width, depth, etc.) which exceed the minimum standards established by City policy. 3) Development standards (i.e. parking, setbacks, lot coverage, etc.) which exceed the standards established by City policy. 4) Superior architectural design and materials. 5) Superior landscape/hardscape design and materials. 6) Superior recreation facilities or other amenities. 7) Superior private and/or semi-private open space areas. 8) Floor areas that exceed the norm established by existing or approved development in the surrounding area. 9) Consolidation of existing legal lots to provide unified site design. I 0) Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant. I I) Participation in the City's Redevelopment, Housing, or Historical Preservation programs. 12) Innovative design and/or construction methods that further the goals of the General Plan. The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.	advocated in the Vision Plan. The form-based design and development standards would ensure high-quality design features for development and redevelopment enabled under the Incentive District. Adoption of the Incentive District would allow for increased residential density in the Node areas above base densities in exchange for public benefits, such as additional open space, public parking, streetscape improvements, additional commercial floor area, and payment to a Public Improvement Fee. Based on the high-quality of the form-based design and development standards, the City could allow for higher densities within the Node areas on a project-by-project basis. Further, with the adoption of the proposed amendments to the General Plan, LCP, and Zoning Ordinance to adopt and implement the land use designations and densities established within the Incentive District, the higher densities would be allowed.
Policy LU-2.7121A: Development shall provide Class II bikeways on all secondary, major, and prime arterials.	**Consistent.** The Complete Streets improvements would convert the Coast Highway corridor into a complete street that incorporates all modes of transportation, including continuous Class II bike lanes. Further, Continuous Class II bike lanes would be provided from Harbor Drive to the southern city limit as part of the Complete Streets improvements, with the aim to increase bicycling as a means of alternative transportation within the city.

TABLE 3.9-2
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE GENERAL PLAN

General Plan Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Circulation Element	
Long Range Goal 1: A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.	
Policy Cir-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.	**Consistent.** The Complete Streets improvements component of the project is a transportation project by nature as it would convert Coast Highway from four travel lanes to two lanes; construct roundabouts, mid-block crosswalks, and raised medians; and provide Class II bike lanes and streetscaping. The Complete Streets improvements would convert the Coast Highway corridor into a complete streets that incorporates all modes of transportation, including continuous Class II bike lanes and improved walkability of the project area.
Pedestrian Facilities Goal 5: Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit oriented development, traffic calming and reducing traffic congestion and greenhouse gas emissions.	**Consistent.** The Complete Streets improvements component of the project is a transportation project by nature as it would convert Coast Highway from four travel lanes to two lanes; construct roundabouts, mid-block crosswalks, and raised medians; and provide Class II bike lanes and streetscaping. An aim of the Complete Streets improvements is to slow vehicular traffic and increase walkability to transform the Coast Highway corridor to an economic center. Further, the development and redevelopment enabled under the Incentive District would allow for an increase in residential density, which would allow residents to walk to places within the corridor where they could work and play.
Bicycle Facilities Goal 2: Make bicycling a viable mode choice in an effort to reduce congestion, improve air quality, and provide residents and visitors with public health and recreational benefits.	
Policy Cir-6.3: The City shall integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of the roadway network, transit facilities, public buildings, and parks.	**Consistent.** The Complete Streets improvements would convert Coast Highway corridor into a complete street that incorporates all modes of transportation, including continuous Class II bike lanes and improved walkability of the project area. Further, continuous Class II bike lanes would be provided from Harbor Drive to the southern city limit as part of the Complete Streets improvements, with the aim to increase bicycling as a means of alternative transportation within the city.
Policy Cir-6.5: The City shall plan Class II bicycle lanes into all prime arterial, major arterials, and secondary collectors where safe and appropriate as determined by City staff.	**Consistent.** Continuous Class II bike lanes would be provided from Harbor Drive to the southern city limit as part of the Complete Streets improvements, with the aim to increase bicycling as a means of alternative transportation within the city.

TABLE 3.9-3
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE LOCAL COASTAL PROGRAM

Local Coastal Program Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Objective 2: Recreation and Visitor Serving Facilities. The City shall provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need.	
Policy 2.6: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where possible, provided.	**Consistent.** The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. The LCP Amendment would include amended text pertaining to the General Commercial, Coastal Dependent, Recreational &Visitor Serving Commercial, Light Industrial and Residential High Density land use classifications to ensure consistency with the intent and objectives of the Vision Plan and the Incentive District. While the LCP Amendment would allow for the introduction of residential uses within the project area, the Incentive District does not preclude low cost visitor-serving commercial recreation facilities from being developed in these areas and additional height and intensification in the Nodes has been allowed to ensure that development opportunities for visitor-serving commercial recreation facilities are further accommodated within the Incentive District. In addition, the Overlay introduces a minimum commercial requirement for mixed-use development and the expansion of allowed visitor serving and recreational uses throughout the Incentive District which will further ensure that opportunities for visitor-serving commercial recreation facilities are preserved and enhanced..
Policy 2.7 In granting approvals for new development within the Coastal Zone, the City shall give priority to visitor-serving commercial recreation facilities over private residential, general industrial or general commercial uses.	**Consistent.** The Incentive District modifies the existing permitted land uses to allow future visitor-serving commercial recreation facilities, including lodging uses, by right, which further prioritizes these type of uses within the Incentive District. While the Incentive District does introduce the opportunity for residential-only development within the Avenue segments of the Incentive District, it does not preclude visitor-serving commercial recreation facilities from being developed in these segments and additional height and intensification in the Nodes has been allowed to ensure that development opportunities for visitor-serving commercial recreation facilities are further accommodated within the Incentive District area. In addition, the Incentive District introduces a minimum commercial requirement for mixed-use development, which will further ensure that opportunities for visitor-serving commercial recreation facilities are preserved and enhanced.
Policy 2.8: The City has reserve adequate upland areas to meet future market demand for visitor facilities to support coastal recreation, along the Coast Highway corridor and in the Neptune Way (Eighth Street) Triangle and North River areas.	**Consistent.** Currently, the Coast Highway corridor contains a high amount of commercial development. The Incentive District seeks to create a better balance of land uses in recognition of the market potential and the desire of the City to promote an increase of residential, office, hotel, and retail/restaurant uses. However, the Incentive District would still allow for VC developments within the project area and would still be able to support future market demands.
Policy 2.10: The City shall continue to promote coastal tourism through the revitalization of the coastal area and upgrading of visitor amenities.	**Consistent.** As stated in Chapter 2, Project Description, an objective of the project is to encourage redevelopment and continued investment within the Incentive District by providing development incentives in exchange for community benefits to enhance and revitalize the project area. In conjunction with the aim of the Incentive District, an aim of the Complete Streets improvements is to slow vehicular traffic and increase walkability to transform the Coast Highway corridor to an economic center. Additionally, the Complete Streets improvements would provide mid-block crosswalks to allow for safe crossing of Coast Highway to facilitate movement from the beach areas to the project area as well as improve streetscaping to create a visually pleasing aesthetic within the project area. Thus, implementation of the project would facilitate the revitalization of the Coast Highway corridor and support coastal tourism.

TABLE 3.9-3
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE LOCAL COASTAL PROGRAM

Local Coastal Program Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 2.15: Because of high cost of land along the immediate shoreline, the City shall attempt to locate new parking facilities at lower-cost landward areas, and link those parking areas to the beach by pedestrian access, public transit, and beach area vehicular drop-off points.	**Consistent.** The Complete Streets improvements component of the project would provide on-street parking throughout the Coast Highway corridor as well as mid-block crosswalks to link the project area to the beach areas within the city. In addition, development and redevelopment within the Incentive District could provide new public parking spaces, as project applicants would be able to receive increased residential density by providing on-site public parking.
Policy 2.17: The City shall require that all new residential development provides adequate on-site parking. In areas, where beach parking demand is critical, parking requirements for new residential development shall be strictly enforced. Curb cuts for new development shall be held to a minimum to preserve existing on-street parking.	**Consistent.** Residential development and redevelopment within the Incentive District would be required to provide one parking space per 1,500 square feet of habitable space. Additionally, all development and redevelopment enabled under the Incentive District would comply with the parking standards contained in Article 31 (Off-Street Parking) of the 1992 Zoning Ordinance.
Objective 3: The City shall work with the Regional Water Quality Control Board and other appropriate agencies to prevent degradation of Oceanside's Coastal waters. The City shall seek to minimize risks to life and property in areas of high geologic and flood hazards.	
Policy 3.2: As part of its environmental review process, the City shall establish measures on a project-by-project basis to minimize the introduction of dissolved grease, oil, paints, pesticides, construction waste, and other pollutants into the urban runoff.	**Consistent.** As discussed in Section 3.8, Hydrology and Water Quality, all development and redevelopment proposed under the Incentive District would be required to comply with all applicable water quality and stormwater regulations, including but not limited to the National Pollution Discharge Elimination System (NPDES) Construction General Permit and the City Grading Ordinance. In addition, the City would approve future development and redevelopment enabled under the Incentive District on a project-by-project basis to ensure all regulations and standards associated with water quality and stormwater runoff are met.
Objective 5: The City shall provide adequate flood protection to existing development in the vicinity of Loma Alta Creek in a manner which preserves the remaining resources of the creek.	
Policy 5.2: Prior to approving any developments on dry lands adjacent to Buena Vista Lagoon, the City shall consult the State Department of Fish and Game to ensure the adequate measures are provided to protect and enhance the lagoon's sensitive resources. Such measures shall include: 1) provision of adequate buffers between development and the lagoon; 2) erection of barriers, such as fences, to prohibit access to sensitive portions of the lagoon; 3) incorporation of native riparian plant species into project design to enhance habitat value; 4) construction of informational signs/kiosks educating the public on the value of the lagoon, and listing regulations for public use; 5) habitat restoration measures (such as removal of built up sediment) providing that such measures are approved by the State Department of Fish and Game.	**Consistent.** The City would approve future development and redevelopment enabled under the Incentive District on a project-by-project basis to ensure all proposed projects adjacent to Buena Vista Lagoon incorporate and implement all applicable measures to protect the lagoon's sensitive resources. Further, as discussed in Section 3.3, Biological Resources, MM Complete Streets Bio-2, Bio-4, and Bio-5 and MM Incentive District Bio-2, Bio-4 through Bio-6 would reduce all direct and indirect impacts to biological resources within and/or adjacent to Buena Vista Lagoon associated with the proposed project to a less-than-significant level.

TABLE 3.9-3
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE LOCAL COASTAL PROGRAM

Local Coastal Program Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 5.3: The City shall require all developments which drain into the lagoon to include measures to prevent erosion, sedimentation, and other water quality impacts, such as: 1) during construction, retaining all runoff on-site in percolation settling ponds and staking down bales of straw in the drainage wars to filter remaining sediments; 2) prohibiting grading or clearing from November through March. Any soils left exposed during this period should re –seeded or temporarily stabilized using plastic or other materials as needed; 3) minimizing the alteration of land forms; 4) maximizing penetrable surfaces for percolation, and providing permanent sediment settling basins, grease traps, and/or energy dissipaters.	**Consistent.** As discussed in Section 3.8, Hydrology and Water Quality, all development and redevelopment proposed within the Incentive District area, including areas around Buena Vista Lagoon, would be required to comply with all applicable water quality and stormwater regulations, including but not limited to the NPDES Construction General Permit and the City Grading Ordinance. Compliance with the NPDES Construction General Permit would require the preparation and implementation of a stormwater pollution prevention plan (SWPPP), which includes best management practices, to minimize the amount of sediment and pollutants discharge from project sites. In addition, the City would approve future development and redevelopment enabled under the Incentive District on a project-by-project basis to ensure all regulations and standards associated with water quality and stormwater runoff are met.
Objective 6: The City shall protect, enhance, and maximize public enjoyment of Coastal Zone scenic resources. The City shall, through its land use and public works decisions, seek to protect, enhance, and restore visual quality of urban environment.	
Policy 6.1: In areas of significant natural aesthetic value, new development shall be subordinate to the natural environment.	**Not Applicable.** Currently, the project area is a developed, urban landscape and does not exhibit significant natural aesthetic value. Further, the Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. The form-based design and development standards would ensure that future projects are architecturally similar to surrounding development and existing aesthetic themes.
Policy 6.2: The City shall encourage the preservation and/or rehabilitation of buildings of historical or architectural significance.	**Consistent.** As discussed in Section 3.4, Cultural Resources, there are 27 built environment resources within or immediately adjacent to the Complete Streets improvements and 19 built environment resources within the Incentive District area. Ground-disturbing activities associated with both components of the project have the potential to impact these built environment resources. However, implementation of MM Complete Streets CR-1 through CR-9 and MM Incentive District CR-1 and CR-2 would minimize impacts to those built environment resources of historical or archaeological significance with implementation of the project.
Policy 6.3: All new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation.	**Consistent.** The San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Lagoon are natural landforms located within the project area. The project does not include any development within the waterways or any areas of significant vegetation. Further, the Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. The form-based design and development standards would ensure that future projects are architecturally similar to surrounding development and existing aesthetic themes.
Policy 6.4: The City shall maintain existing view corridors through public right-of-ways.	**Consistent.** The city's grid street pattern allows public views of the ocean from several vantage points, including most east-west streets along the coast. Temporary obstructions could occur during construction of the project as construction equipment would be primarily within individual work areas and would rarely be placed in within Coast Highway's ROW, where public scenic views of the ocean and lagoon are available. Further, construction equipment is temporary in nature and would be removed following the completion of construction. Operation of the Incentive District would allow increased height of buildings in Nodes to a maximum of 65 feet with discretionary approval compared to the existing limit of 45 feet. However, operation of new or expanded development would not occur within Coast Highway's ROW, and therefore would not block existing public scenic views toward the ocean or Buena Vista Lagoon.

TABLE 3.9-3
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE LOCAL COASTAL PROGRAM

Local Coastal Program Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 6.8: The City shall ensure that all new development is compatible in height, scale, color, and form with the surrounding neighborhood.	**Consistent.** Development and redevelopment enabled under the Incentive District would be designed according to the Urban and Architectural Standards included in the Incentive District Ordinance, which have been developed to ensure that the form, scale, and architectural features of future projects are of a high quality and compatible with the surrounding development. While the Incentive District will allow for an increase in height of certain buildings in the Node areas with discretionary approval, up to a maximum of 65 feet compared to the existing limit of 45 feet, this is consistent with allowances provided by the City's existing High-Rise Ordinance. In addition, the Incentive District's height averaging provision will ensure sufficient variation and transitions to ensure compatibility in height and scale with surrounding development.
Policy 6.9: 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.	**Consistent.** Development and redevelopment enabled under the Incentive District would be designed according to the Urban Standards included in the Incentive District Ordinance to ensure that future projects are architecturally similar to surrounding development and existing aesthetic themes. Further, the Incentive District Ordinance includes a Setback Plan, which establishes minimum and maximum setbacks along the primary frontage of all parcels within the project area to ensure that adequate buffers and transition zones are provided between uses with different densities.
Policy 6.11: The City shall encourage variety, creativity, and site-responsive design for all new development.	**Consistent.** Development and redevelopment enabled under the Incentive District would be designed according to the Urban Standards included in the Incentive District Ordinance, which includes a variety of architectural and design guidelines for the various types of development projects that could be proposed under the Incentive District. The Urban Standards of the Incentive District Ordinance would allow for a variety of architectural designs while still establishing a cohesive theme for the project area.
Policy 6.12: The City shall support enhancement of the streetscape of the major tourist corridors through Oceanside (Hill Street (present day Coast Highway) and Mission Avenue) using the following features: 1) attractive and functional street furniture (benches, light standards, trash containers); 2) paving treatment such as stamped concrete or brick; 3) abatement of non-conforming signs; 4) intensive "pockets" of landscaping; 5) renovation of building facades; and 6) undergrounding of utilities.	**Consistent.** As stated in Chapter 2, Project Description, an objective of the project is to encourage redevelopment and continued investment within the Incentive District by providing development incentives in exchange for community benefits to enhance and revitalize the project area. In conjunction with the aim of the Incentive District, an aim of the Complete Streets improvements is to slow vehicular traffic and increase walkability to transform the Coast Highway corridor to an economic center. Additionally, the Complete Streets improvements would provide mid-block crosswalks to allow for safe crossing of Coast Highway to facilitate movement from the beach areas to the project area as well as improve streetscaping to create a visually pleasing aesthetic within the project area for both residents and tourists.
Policy 6.13: New development shall utilize optimum landscaping to achieve the following effects: 1) accent and enhance desirable site characteristics and architectural features; 2) soften, shade and screen parking and other problem areas; 3) frame and accent (but not obscure) coastal views; 4) create a sense of spaciousness, where appropriate; 5) in areas where significant natural vegetation exists, replant, as appropriate, developed areas with native drought-tolerant species.	**Consistent.** Development and redevelopment enabled under the Incentive District would be designed according to the Urban Standards included in the Incentive District Ordinance, which includes a variety of landscaping guidelines for the various types of development projects that could be proposed under the Incentive District.

TABLE 3.9-3
CONSISTENCY OF PROPOSED PROJECT WITH CITY OF OCEANSIDE LOCAL COASTAL PROGRAM

Local Coastal Program Policies	Statement of Consistency, Non-Consistency, or Not Applicable
Policy 6.14: In areas where significant "theme" architecture has been established, the City shall encourage continuation of this theme. Such theme areas include: 1) South Hill Street (present day Coast Highway) – creative use of wall murals, with "beach" motifs and muted colors (examples: Unique Expressions, Brother's Three, and Oceanside Fish Market). 2) Buena Vista Lagoon – rustic rough sawn wood exteriors, with pitched roofs and heavy beams.	**Consistent.** The Incentive District would provide form-based design and development standards to achieve the pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. The form-based design and development standards would ensure that future projects are architecturally similar to surrounding development and existing aesthetic themes.
Objective 7: New Development and Public Works. The City endorses infilling and revitalization of the Coastal Zone for the purpose of creating an attractive, balanced, and economically sound urban environment. New public works facilities in the Coastal Zone shall be sited and designed to meet all policies of the City's Local Coastal Program.	
Policy 7.4: The City shall approve new development in the Coastal Zone only if essential public facilities will be available to serve that development.	**Consistent.** As discussed in Section 3.12, Public Services, development enabled under the Incentive District would be required to pay all applicable city fees associated with public facilities, such as fire and police protection, libraries, parks and recreational facilities, and schools. Through the payment of these fees, future development proposed under the Incentive District would pay its fair share contribution to fund the expansion of public facilities within the city.

City of Oceanside Zoning Ordinance

As shown in Figure 2-4, the project area consists of various zoning designations, including C1, C2, VC, R3, OP, PUT, and M1. The proposed project would include amendments to the City's Zoning Ordinance to adopt the Incentive District, which would provide optional land use and zoning regulations for developers and property owners that could be used in lieu of the existing zoning. Additionally, the Zoning map amendments would rezone those properties within the Incentive District boundaries currently designated as Light Industrial (M1) and Public Utility Transportation Zone (PUT) to General Commercial (C-2) (refer to Figure 2-12). Finally, the Zoning Ordinance Amendment would revise the existing High-rise provision, section 4114, which allows for additional building height with the submittal of a Conditional Use Permit to limit its application to only allow high rises for unoccupied space, so that this provision does not interfere with the objectives of the Incentive District. The Zoning Ordinance Amendment would be adopted concurrently with the proposed project by the City Council. Thus, once adopted, the project would be consistent with the City's Zoning Ordinance.

Mitigation Measures: No mitigation measures are required.

Significance Determination: No impact

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3.10 Noise and Vibration

This section provides an assessment of potential impacts related to noise and vibration that could result from implementation of the proposed project. Potential impacts addressed in this section are related to exposure to excessive noise levels, excessive ground-borne vibration, a permanent or temporary increase in ambient noise levels, and exposure to excessive noise levels due to public or private airstrips. The analysis in this section is based on the Noise and Vibration Study Technical Report (ESA 2017) and the Supplemental Noise and Vibration Technical Memorandum (ESA 2018), which are both included as Appendix F in this EIR.

3.10.1 Environmental Setting

Noise Principles and Descriptors

The decibel (dB) is a conventional unit for measuring the amplitude of sound, as it accounts for the large variations in sound pressure amplitude, and reflects the way people perceive changes in sound. When describing sound and its effect on humans, A-weighted (dBA) sound levels are typically used to account for the response of the human ear. The term "A-weighted" refers to a filtering of the noise signal in a manner corresponding to the way the human ear perceives sound.

Noise Exposure and Community Noise

The following noise descriptors are used to characterize environmental noise levels over time, and are used in this section to evaluate noised generated by the proposed project:

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour (i.e., $L_{eq(1)}$). The L_{eq} is also referred to as the average sound level.

CNEL: The Community Noise Equivalent Level (CNEL) is the equivalent A-weighted noise level during a 24-hour day, that includes an addition of a 5 dB penalty to noise levels between the hours of 7:00 a.m. to 10:00 p.m., and an addition of 10 dB to noise levels between the hours of 10:00 p.m. to 7:00 a.m., to account for noise sensitivity in the evening and nighttime, respectively.

Effects of Noise on People

People judge the relative magnitude of sound sensation by subjective terms such as "loudness" or "noisiness." A change in sound level of 3 dB is considered just perceptible, a change in sound level of 5 dB is considered clearly noticeable, and a change of 10 dB is perceived as twice as loud.

Because decibels are logarithmic values, they cannot be combined by normal algebraic addition. For example, when the decibel values of two sources differ by 0 to 1 dB, combining them would add 3 dB to the higher level for the combined sound level. When the decibel levels of two sources differ by more than 1 dB, combining them would add between 0 to 3 dBA to the higher level, depending on the relative difference. At a difference of 10 dB or more, the higher noise source

dominates, and there is no addition to the higher level source (i.e., there is no effective change in the overall decibel value with or without the addition of the lower noise level source).

Noise Attenuation

When noise propagates through space, the noise level reduces (i.e., attenuates) with distance. The degree to which it attenuates depends on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading." Stationary point sources of noise, including stationary mobile sources, such as idling vehicles, attenuate at a rate of 6 dBA for acoustically "hard" sites and 7.5 dBA for acoustically "soft" sites, for each doubling of distance from the reference measurement, as their energy is continuously spread out over a spherical surface. Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No attenuation from the ground surface is assumed for hard sites, and the 6 dBA reduction in noise levels with doubling of distance is only from the geometric spreading of the noise from the source (e.g., for hard sites, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet). Soft sites are those with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees; in addition to the 6 dBA reduction from geometric spreading, soft sites provide additional attenuation of up to 1.5 dBA per doubling distance from the surface. In a typical analysis, the given ground surface is somewhere between a hard and a soft site; therefore, for a conservative estimate, the hard site attenuation rate of 6 dBA for point sources is used, rather than attempt to determine the exact surface conditions between each source and receptor.

Roadways and highways consist of several localized noise sources on a defined path, and hence are treated as "line" sources, which approximate the effect of several point sources. Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading." Line sources attenuate at a rate of between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement. Therefore, noise from a line source attenuates less (about half) with distance than that of a point source.

Fundamentals of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration. Vibration amplitudes are usually described in terms of peak levels, as in peak particle velocity (PPV). The peak level represents the maximum instantaneous peak of the vibration signal. In addition, vibrations can be measured in the vertical, horizontal longitudinal, or horizontal transverse directions. Ground vibrations are most often greatest, and can damage buildings, when they propagate in the vertical direction. Therefore, the analysis of ground-borne vibration associated with the proposed project was evaluated in the vertical direction. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Man-made vibration issues are, therefore, usually confined to short distances from the source (i.e., 50 feet or less). Vibration is notated in decibels. The abbreviation "VdB" is

used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

Existing Conditions

The land uses in the project area include primarily commercial and some multi-family residential along Coast Highway, with adjacent neighborhoods of primarily single-family residential land uses. Some land uses are considered more sensitive to noise than others. Noise-sensitive receptors are typically defined as land uses that are considered more sensitive to intrusive noise than others, such as residences, schools, motels and hotels, libraries, and hospitals, due to the activities typically occurring at the receptor (i.e., sleeping, concentrating, and convalescing).

The City's General Plan Noise Element identifies that residences, schools, churches, libraries, hospitals, convalescent homes, and similar use buildings require specific consideration in the selection of locations and construction materials to maintain acceptable noise levels (City of Oceanside 2002). Existing noise-sensitive uses near the Complete Streets improvements project area (i.e., within approximately 500 feet) include residential uses, hotels and motels, a public library, seven churches, and two schools; no hospitals, nursing homes, or parks are currently located near the improvements corridor. Existing multi-family residences uses are located along the Coast Highway corridor and its cross streets with Neptune Way, Surfrider Way, Michigan Avenue, Washington Avenue, and Cassidy Street, as well as existing single- and multi-family residential uses located along the cross streets of Michigan Avenue and Kelly Street. The Oceanside Public Library is located adjacent to the corridor. Seven churches (St Mary Star of the Sea, Grace Chapel of the Coast, First Christian, Grace Christian, St. Anne Episcopal, Second Missionary Baptist, and Church of Christ) are located near the corridor, as close as approximately 290 feet from the corridor. The St. Mary Star of the Sea School and the Santa Margarita School are located approximately 270 feet and 255 feet from the corridor, respectively. The Turning Point Crisis Center (a residential drug and alcohol rehabilitation center) is located approximately 225 feet from the corridor.

Existing noise-sensitive uses within approximately 500 feet of the Incentive District boundary include the uses described for the Complete Streets improvements corridor as well as additional residential uses and hotels and motels; no additional schools, libraries, churches, hospitals, nursing homes, or parks are near the Incentive District beyond those mentioned previously. Existing single- and multi-family residences are located within and near to the entire Incentive District boundary.

All other noise-sensitive uses regulated by the City are located at greater distances from the project area Incentive District and, due to attenuation with distance, would experience lower noise levels from potential sources of construction noise in the project area.

Existing Ambient Daytime Noise Levels

The predominant existing noise source in the project area is roadway traffic noise from the Coast Highway corridor and its cross streets of Neptune Way, Surfrider Way, Michigan Avenue, Washington Avenue, Oceanside Boulevard, Cassidy Street, and Kelly Street. In addition,

intermittent but frequent train traffic occurs on the railway line located parallel to the Coast Highway project corridor, approximately 800 feet to the west, with the Oceanside Station located between Seagaze Drive and Michigan Avenue. The rail line and station are served by regional and commuter passenger rail (Amtrak and Metrolink/Coaster). Secondary noise sources include general commercial- and residential-related operational activities, such as loading dock/delivery truck activities, trash compaction, refuse service activities, and those specific to the commercial activity (e.g., tire and auto repair shops). In addition, aircraft flyovers occur randomly from commercial and military aircraft. The nearest commercial airport is the Oceanside Municipal Airport located approximately 1.8 miles east of the Coast Highway project corridor.

Ambient noise measurements were conducted at six representative locations along the Coast Highway project corridor, at the noise-sensitive land uses (i.e., residences) nearest to project intersections of the corridor, to establish conservative ambient noise levels. The measurement locations along with existing development and nearby future development are shown in **Figure 3.10-1**. Short-term (15-minute) noise measurements were conducted at locations ST-1 through ST-6. Ambient sound measurements were conducted on Thursday, August 18, 2016, from approximately 12 p.m. to 3 p.m. to establish ambient conditions in the project area.

Measurement Location ST-1: The SLM was placed at multi-family residential uses along Neptune Way west of Coast Highway.

Measurement Location ST-2: The SLM was placed at multi-family residential uses along Surfrider Way west of Coast Highway.

Measurement Location ST-3: The SLM was placed at single- and multi-family residential uses along Michigan Avenue east of Coast Highway.

Measurement Location ST-4: The SLM was placed at single- and multi-family residential uses along Washington Avenue east of Coast Highway.

Measurement Location ST-5: The SLM was placed at multi-family residential uses along Cassidy Street west of Coast Highway.

Measurement Location ST-6: The SLM was placed at single- and multi-family residential uses along Kelly Street west of Coast Highway.

A summary of noise measurement data is provided in **Table 3.10-1**. The existing ambient daytime noise levels range from the lowest at ST-6 at 59 dBA L_{eq} to the highest at ST-2 at 74 dBA L_{eq}.

SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.10-1

Project Area and Noise Measurement Locations

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TABLE 3.10-1
SUMMARY OF AMBIENT NOISE MEASUREMENTS

Location, Existing Land Uses, Date, and Duration of Measurements	Daytime (7 A.M. to 10 P.M.) Hourly L_{eq}
ST-1 – Multi-family Residential Uses 8/18/16 (12:14 P.M. to 12:30 P.M.)/Thursday	63 dBA
ST-2 – Multi-family Residential Uses 8/18/16 (12:35 P.M. to 12:50 P.M.)/Thursday	74 dBA
ST-3 – Multi-family Residential Uses 8/18/16 (12:58 P.M. to 1:13 P.M.)/Thursday	61 dBA
ST-4 – Single- and Multi-family Residential Uses 8/18/16 (1:20 P.M. to 1:35 P.M.)/Thursday	61 dBA
ST-5 – Multi-family Residential Uses 8/18/16 (2:21 P.M. to 2:34 P.M.)/Thursday	69 dBA
ST-6 – Single- and Multi-family Residential Uses 8/18/16 (14:42 P.M. to 14:57 P.M.)/Thursday	59 dBA

SOURCE: ESA 2017

Existing Roadway Noise Levels

Existing roadway noise levels were calculated for 54 roadway segments located in the project area based on existing traffic volumes reported in the Traffic Impact Analysis (TIA) (IBI 2018). The roadway segments selected for analysis are those that are expected to be most directly impacted by the project, which includes roadways that are located near and immediately adjacent to the project area. These roadways, when compared to roadways located further away from the project area, would experience the greatest change in traffic as a result of the project. (As distance from the project area increases, traffic is spread out over a greater geographic area and its effects are reduced.)

Calculation of the existing roadway noise levels was accomplished using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model and traffic volumes at the study intersections analyzed in the project's TIA (IBI 2018). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, and site environmental conditions. The average daily noise levels (dBA CNEL) along these roadway segments are presented in **Table 3.10-2**.

TABLE 3.10-2
EXISTING ROADWAY NOISE LEVELS

Roadway Segment	Existing Land Uses Located Along Roadway Segment	dBA CNEL[a]
Coast Highway		
Between SR-76 Ramps and Surfrider Way	Commercial	68.2
Between Surfrider Way and Civic Center Drive	Residential/Commercial	66.3
Between Civic Center Drive and Pier View Way	Commercial	66.3
Between Pier View Way and Mission Way	Commercial	66.0
Between Mission Way and Seagaze Street	Commercial	66.4
Between Seagaze Street and Missouri Avenue	Residential/Commercial	66.7
Between Missouri Avenue and Washington Avenue	Commercial	66.5
Between Washington Avenue and Wisconsin Avenue	Residential/Commercial	66.5
Between Wisconsin Avenue and Oceanside Boulevard	Commercial	67.3
Between Oceanside Boulevard Morse Street	Residential/Commercial	67.4
Between Morse Street and Cassidy Street	Commercial	66.9
Between Cassidy Street and Vista Way	Lodge/Commercial	67.5
Between Vista Way and Eaton Street	Commercial	67.0
Vista Way		
Between Broadway Street and Coast Highway	Residential/Commercial	60.5
Between Coast Highway and Ditmar Street	Residential/Commercial	67.3
Cassidy Street		
Between Broadway Street and Tremont Street	Residential/Commercial	61.9
Between Tremont Street and Coast Highway	Residential/Commercial	63.0
Between Coast Highway and Freeman Street	Residential/Commercial	62.2
Between Freeman Street and Ditmar Street	Residential/Commercial	62.0
Morse Street		
Between Coast Highway and Freeman Street	Commercial	60.2
Between Freeman Street and Ditmar Street	Residential/Commercial	57.3
Oceanside Boulevard		
Between Tremont Street and Coast Highway	Commercial	62.9
Between Coast Highway and Ditmar Street	School/Commercial	68.4
Wisconsin Avenue		
Between Tremont Street and Coast Highway	Commercial	63.3
Between Coast Highway and Freeman Street	Residential/Commercial	59.9
Between Freeman Street and Ditmar Street	Residential/Commercial	59.9
Washington Avenue		
West of Coast Highway	Commercial	53.3
East of Coast Highway	Residential/Commercial	53.0
Missouri Avenue		
West of Coast Highway	Commercial	55.4
East of Coast Highway	Residential/Commercial	53.2

TABLE 3.10-2
EXISTING ROADWAY NOISE LEVELS

Roadway Segment	Existing Land Uses Located Along Roadway Segment	dBA CNEL[a]
Michigan Avenue		
West of Coast Highway	Commercial	60.2
East of Coast Highway	Residential/Commercial	57.6
Seagaze Street		
Between Tremont Street and Coast Highway	Commercial	63.9
Between Coast Highway and Freeman Street	Commercial	64.5
Between Freeman Street and Ditmar Street	Commercial	64.5
Mission Avenue		
Between Cleveland Street and Coast Highway	Commercial	63.1
Between Coast Highway and Horne Street	Commercial	64.0
Pier View Way		
West of Coast Highway	Commercial	59.8
Between Coast Highway and Horne Street	Commercial	58.8
Civic Center Drive		
West of Coast Highway	Residential/Commercial	57.8
East of Coast Highway	Residential/Commercial	59.8
Surfrider Way		
West of Coast Highway	Residential/Commercial	62.8
East of Coast Highway	Residential/Commercial	58.8
Vandergrift Boulevard		
North of San Rafael Drive	Residential/Vacant Land	71.7
South of San Rafael Drive	Family Care	71.6
State Route 76		
West of I-5 SB On-Ramp	Lodging/Commercial	71.1
East of I-5 SB On-Ramp	Residential/Vacant Land	72.1
Mission Avenue		
West of I-5 SB Off-Ramp	School/Commercial	72.0
East of I-5 SB Off-Ramp	Lodging/Commercial	70.6
Oceanside Boulevard		
West of I-5 SB On/Off-Ramp	Lodging/Residential/Commercial	70.6
East of I-5 NB On/Off-Ramp	Commercial	70.6
California Street		
West of Soto Street/I-5 NB On-Ramp	Residential	62.1
Cassidy Street		
East of I-5 SB On-Ramp/I-5 SB Off-Ramp	Residential	64.3
Vista Way		
West of I-5 SB On/Off-Ramp	Residential	73.0

TABLE 3.10-2
EXISTING ROADWAY NOISE LEVELS

Roadway Segment	Existing Land Uses Located Along Roadway Segment	dBA CNEL[a]

[a] Based on noise levels at 25 feet distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018

Existing Ground-borne Vibration Levels

Aside from periodic construction work that may occur throughout the city, other sources of ground-borne vibration in the project area include heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks) on local roadways. Truck traffic at a distance of 50 feet typically generates ground-borne vibration velocity levels of approximately 63 VdB (approximately 0.006 inches per second [in/sec] PPV). These levels could reach 72 VdB (approximately 0.016 in/sec PPV) where trucks pass over irregularities in the road surface.

3.10.2 Regulatory Framework

State

California Department of Transportation Vibration Guidance

While there are no state or California Department of Transportation (Caltrans) vibration standards, the Caltrans *Transportation and Construction Vibration Guidance Manual* provides guidelines that can be used as screening tools for assessing the potential for adverse vibration effects related to structural damage and human perception. The manual is meant to provide practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. The vibration criteria established by Caltrans for assessing structural damage and human perception are shown in **Table 3.10-3** and **Table 3.10-4**, respectively.

TABLE 3.10-3
CALTRANS VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

	Maximum PPV (in/sec)	
Structure and Condition	**Transient Sources**	**Continuous/Frequent Intermittent Sources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2013. Transportation and Construction Vibration Guidance Manual. September.

TABLE 3.10-4
CALTRANS VIBRATION PERCEPTION POTENTIAL CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

NOTE: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2013. Transportation and Construction Vibration Guidance Manual. September.

Local

City of Oceanside General Plan Noise Element

The City's General Plan Noise Element establishes acceptable noise levels within the City's jurisdiction (City of Oceanside 2002). The Noise Element establishes the following noise level regulations for construction-related noise:

1. It should be unlawful for any person within any residential zone of 500 feet therefrom 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 level 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 5 dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

The City's Noise Element also outlines general noise policies as follows:

- 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 shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.
- Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.
- Noise levels shall be considered in any changes to the Land Use and Circulation Elements of the General Plan.
- Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

City of Oceanside Noise Ordinance

Chapter 38 of the City of Oceanside Municipal Code (Noise Ordinance) governs operational noise and contains the maximum 1-hour average sound levels for various land uses for operational noise. The Noise Ordinance sets an allowed level for single-family and medium-density residential areas of 50 dBA L_{eq} from 7:00 a.m. to 9:59 p.m., and 45 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. High-density residential areas are limited to 55 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. and 50 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. **Table 3.10-5** outlines these acceptable limits.

Construction work may be exempt from the noise level limits established in Table 3.10-5 by the City Manager upon a determination that the authorization furthers the public interest. However, Section 38.17 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 recommend in the 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 exempts construction, maintenance or other public improvement activities by government agencies or public utilities.

TABLE 3.10-5
CITY OF OCEANSIDE EXTERIOR NOISE STANDARDS

Zone	Applicable Limit (dBA)	Time Period
Residential Estate, Single-Family Residential, Medium Density Residential, Agricultural, Open Space	50	7:00 a.m. to 9:59 p.m.
	45	10:00 p.m. to 6:59 a.m.

Zone	Applicable Limit (dBA)	Time Period
High Density, Residential Tourist	55	7:00 a.m. to 9:59 p.m.
	50	10:00 p.m. to 6:59 a.m.
Commercial	65	7:00 a.m. to 9:59 p.m.
	60	10:00 p.m. to 6:59 a.m.
Industrial	70	7:00 a.m. to 9:59 p.m.
	65	10:00 p.m. to 6:59 a.m.
Downtown	65	7:00 a.m. to 9:59 p.m.
	55	10:00 p.m. to 6:59 a.m.

SOURCE: City of Oceanside Municipal Code Section 38.12, 2016

City of Oceanside Engineering Manual

Construction noise in the city is governed by the City Engineering Manual. Construction is normally limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday.

3.10.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact on noise and vibration if it would cause:

1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
5. For a project located within an airport land use plan area 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 area to excessive noise levels.
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

Impact Analysis

Issue 1: Would the proposed project result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Complete Streets Improvements

Construction of the Complete Streets improvements would require the use of heavy equipment during the demolition, grading, and excavation activities associated with the Complete Streets improvements. During each stage of development, there would be a different mix of equipment. Therefore, construction activity noise levels at and near the project area would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

Individual pieces of construction equipment anticipated to be used during project construction could produce maximum noise levels (L_{max}) of 77 dBA to 90 dBA L_{max} at a reference distance of 50 feet from the noise source, as shown in **Table 3.10-6**. These maximum noise levels would occur when equipment is operating at full power. The estimated usage factors for the equipment are also shown in Table 3.10-6, which is based on FHWA Roadway Construction Noise Model User's Guide.

TABLE 3.10-6
CONSTRUCTION EQUIPMENT NOISE LEVELS

Construction Equipment	Estimated Usage Factor	Noise Level at 50 Feet (dBA, Lmax)
Backhoe	40%	80
Compactor	20%	83
Concrete Saw	20%	90
Excavator	40%	81
Forklift	10%	75
Grader	40%	85
Paver	50%	77
Paving Equipment	20%	90
Roller	20%	80
Rubber Tired Loader	50%	79
Pavement Breaker	20%	89
Trencher	50%	85

SOURCE: FHWA 2006

However, equipment used on construction sites often operate under less than full power conditions. To more accurately characterize construction-period noise levels, the average (L_{eq}) noise level associated with each construction stage is provided in **Table 3.10-7**. These average noise levels are based on the quantity, type, and usage factors for each type of equipment that

would likely be used during each construction stage, and are typically attributable to multiple pieces of equipment operating simultaneously.

TABLE 3.10-7
CONSTRUCTION AVERAGE L_{EQ} NOISE LEVELS BY DISTANCE AND CONSTRUCTION STAGE

	Sound Level in dBA (L_{eq}) at Doubled Distance				
Construction Stage	**25 feet**	**50 feet**	**100 feet**	**200 feet**	**400 feet**
Demolition	93	87	81	75	69
Vegetation Grubbing/Clearing	87	81	75	69	63
Site Surface Grading	88	82	76	70	64
Facilities Construction	91	85	79	73	67
Paving	95	89	83	77	71
Site Restoration	88	82	76	70	64

Assumes a hard surface propagation path drop-off rate of 6 dB per doubling of distance (sound level at distance X = sound level at 50 feet - 20LOG (x/50)), which is appropriate for use in characterizing point-source (such as construction equipment) sound attenuation.

SOURCE: ESA 2016

Table 3.10-7 provides the estimated worst-case construction noise levels at nearby noise-sensitive receptors from construction along the Coast Highway corridor. The estimated noise levels represent a conservative scenario because construction activities are analyzed as occurring at the closest extent of the construction areas from the nearest noise-sensitive receptor. However, construction activities would typically occur at varying locations throughout the construction area, with some equipment being operated farther away from the nearest noise-sensitive receptors, which would result in lower actual noise levels.

As shown in Table 3.10-7, the average temporary construction-period noise level would range from approximately 75 to 83 dBA L_{eq} at 100 feet, and from approximately 69 to 77 dBA L_{eq} at 200 feet from construction activities of the Complete Streets improvements. These noise levels would be considered loud compared to the City's operational noise level limits (non-construction) for the zoning classification of "high density, residential tourist" of 55 dBA L_{eq} daytime. However, the construction noise would occur during the daytime, when sleeping typically does not occur, and thus these land uses are less sensitive.

Construction activities of the Complete Streets improvements would be required to comply with the City's noise standards. The City's General Plan Noise Element prohibits construction between 8 p.m. and 7 a.m. within 500 feet of a residential area if the activity would generate a noise level of 50 dBA at the property line. Consistent with this policy, construction of the Complete Streets improvements would occur from 7:00 a.m. to 6:00 p.m. Monday through Saturday, and no construction would occur on Sundays. The City's Municipal Code also prohibits construction between 10 p.m. to 7 a.m. for private development projects. However, Section 35.15 of the Code exempts construction, maintenance or other public improvement activities by government

agencies or public utilities. The proposed street improvements would be construction by a government agency (i.e., the City). Regardless, the project would be constructed within the more stringent parameters that apply to private projects. Therefore, construction of the Complete Streets improvements would adhere to the City's regulatory requirements for construction noise. For these reasons, construction noise generated by the Complete Streets improvements would not expose persons to, or generate, noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies, and therefore noise impacts would be less than significant.

Incentive District

The Incentive District could result in an increase in intensity of development and redevelopment within the commercially designated areas of the project corridor. Future development within commercial zones along project corridor would be infill development. The placement of residential infill adjacent to nonresidential land uses could result in operational noise impacts on residential land uses because of the differences of the allowable maximum exterior noise levels between residential and commercial land uses. However, the timing of the construction activities of individual projects associated with the Incentive District is unknown and cannot be determined at this time. Construction of individual projects would occur as property owners decide that development is warranted based in large part on the market. Additionally, the duration of construction is dependent on individual project types.

Table 3.10-7 provides the estimated worst-case construction noise levels of construction activities at various distances. The estimated noise levels represent a conservative scenario because construction activities are analyzed as occurring at the closest extent of the construction areas from the nearest noise-sensitive receptor; whereas, construction activities would typically be moving throughout the construction area, farther away from the nearest noise-sensitive receptors. As shown in Table 3.10-7, the average temporary construction-period noise levels would range from approximately 87 to 95 dBA L_{eq} at 25 feet, and from 65 to 74 dBA L_{eq} at 200 feet from a construction area. These construction noise levels would be considered loud compared to the City's operational noise level limits of 55 dBA L_{eq} daytime for areas zoned residential tourist, as shown in Table 3.10-5. However, the Incentive District construction noise would be expected to occur during the daytime, as required by the City, when residential noise sensitive land uses (i.e., sleeping activities), are not typically occurring.

Construction activities of the Incentive District would be required to comply with the City's noise standards. The City's General Plan Noise Element prohibits construction between 8 p.m. and 7 a.m. within 500 feet of a residential area if the activity would generate a noise level of 50 dBA at the property line, and operating any construction equipment at a level in excess of 85 dBA measured at 100 feet from the source. The City's Municipal Code prohibits construction between 10 p.m. to 7 a.m. Construction of projects under the Incentive District would adhere to the City's regulatory requirements for construction noise. For these reasons, construction of the development projects that would occur through implementation of the Incentive District would not expose persons to, or generate, noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies. No conflicts with

applicable noise standards would occur with construction of the individual projects under the Incentive District; noise impacts for this issue would be less than significant.

Mitigation Measures: No mitigation measures would be required.

Significance Determination: Less than significant

Issue 2: Would the proposed project result in exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels?

Complete Streets Improvements

Construction of the Complete Streets improvements would have the potential to generate low levels of ground-borne vibration as the operation of heavy equipment (e.g., backhoes, excavators, graders, loaders, haul trucks) generates vibrations that propagate though the ground and diminish in intensity with distance from the source. No high-impact activities such as pile driving or rock blasting would be used during construction of the Complete Streets improvements. The nearest off-site receptors to the Complete Streets improvements that could be exposed to vibration levels generated by construction include single-family residential uses west of the Coast Highway corridor. Ground-borne vibrations from typical construction activities very rarely reach levels at structures that can cause damage, but they may be perceived by humans in buildings very close (i.e., within 25 feet) to a construction activity.

The vibration levels for several types of heavy construction equipment that can generate perceptible vibration levels are identified in **Table 3.10-8**. Based on the information presented in Table 3.10-8, vibration levels could range from 0.003 to 0.089 in/sec PPV at 25 feet from the operation of the equipment.

As indicated in Table 3.10-8, the highest vibration level of 0.089 in/sec PPV at 25 feet from the operation of a large bulldozer would reduce to 0.031 in/sec PPV at 50 feet. At 100 feet, the vibration level from a large bulldozer would further reduce to 0.011 in/sec PPV.

As previously shown in Tables 3.10-3 and 3.10-4, Caltrans provides threshold criteria for potential structural damage to fragile buildings of 0.2 in/sec PPV, and human perception of strongly perceptible at 0.1 in/sec PPV. Therefore, for a noise-sensitive receptor to be exposed to vibration that meets the Caltrans threshold for strongly perceptible to humans (0.1 in/sec PPV), the receptor would need to be located within 25 feet of construction activity. This analysis assumes that pile driving is not necessary for Complete Streets construction, as specified by the City of Oceanside.

TABLE 3.10-8
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011
Caisson Drilling	0.089	0.031	0.024	0.017	0.011
Loaded Trucks	0.076	0.027	0.020	0.015	0.010
Jackhammer	0.035	0.012	0.009	0.007	0.004
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004

NOTE: Pile driving would not be necessary for of the Complete Streets improvements.

SOURCE: FTA 2006. Transit Noise and Vibration Impact Assessment. May.

The Complete Streets improvements would occur within existing roadway intersections and street segments, which are more than 25 feet from inhabited buildings. Therefore, construction activity of the Complete Streets improvements would not cause significant vibration impacts for the vibration threshold of human perception. As the vibration threshold of 0.1 in/sec PPV for human perception is lower than the vibration threshold of 0.2 in/sec PPV for potential structural damage, the threshold distance (i.e., setback distance) between equipment and receptor is greater for the human perception threshold, and is thus more stringent and conservative for vibration impact analysis. Therefore, the construction vibration levels for the Complete Streets improvements would be less than significant.

Sources of ground-borne vibration from the operation of the Complete Streets improvements (once constructed) would include heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks) on local roadways. Because the sources of ground-borne vibration and distances from receptors would be unchanged from the existing conditions, operational vibration impacts of the improvements at the off-site receptors would be consistent with the existing vibration velocity levels and with the existing ambient vibration velocity levels. Therefore, operational vibration impacts of the Complete Streets improvements would be less than significant.

Incentive District

With regard to construction activities of the potential development under the Incentive District, ground-borne vibration would be generated by the operation of heavy equipment primarily during site clearing and grading activities and to a lesser degree by off-site haul trucks traveling on surface streets. The type of structures and construction methods and equipment of each of the potential developments of the Incentive District is unknown at this time. Pile driving during foundation development and vibratory compaction during surface grading may be required. Vibratory compaction rollers generate vibration levels of 0.210 in/sec PPV at 25 feet (FTA 2006). Pile driving has the greatest potential to generate high ground-borne vibration levels, ranging from 0.170 to 1.518 in/sec PPV at 25 feet (FTA 2006) depending upon pile driving method and usage. Therefore, pile driving would have the potential to exceed the Caltrans human perception

vibration threshold of 0.1 in/sec PPV within 150 feet, depending on the site-specific soil conditions, pile driving methods and equipment used.

Due to the densely developed area within the Incentive District boundaries and the inability to know the exact nature of future proposed projects under the Incentive District, development within the Incentive District zone could be adjacent to other properties with existing structures (e.g., residences, commercial businesses). Therefore, construction activities of typical heavy construction equipment, as detailed in Table 3.10-8, associated with future development under the Incentive District could result in temporary significant ground-borne vibration impacts that would exceed the threshold of human perception to sensitive receptors.

Depending on the location of future development projects occurring under the provisions of the Incentive District, there may or may not be residences located near the development that would potentially be affected by construction vibration. For this reason, Incentive District construction activities would result in a potentially significant impact.

Operational activities that would occur during the Incentive District would include typical residential and commercial-grade stationary mechanical and electrical equipment such as air handling units, condenser units, exhaust fans, and electrical emergency power generators, which would produce vibration at the source. Ground-borne vibration generated by such activities would be similar to the vibration generated by existing operational sources (i.e., traffic vibration on adjacent roadways) in the vicinity. The potential vibration impacts from all operation activities at the closest structure locations would be less than the significance threshold for perceptibility. Therefore, vibration impacts associated with operation of projects developed under the Incentive District provisions would be below the significance threshold, and operational impacts would be less than significant.

Mitigation Measures:

> **MM Incentive District NOI-1:** For development projects considered under the Incentive District provisions, a project-level vibration analysis would be required if the construction plans for the project would include the use of any of the following:
>
> a) Typical heavy construction equipment within 25 feet of existing inhabited structures. Typical heavy equipment is defined as equipment with an engine size of 600 horsepower or greater and includes: large dozers, large excavators, and large loaders.
>
> b) Vibratory compaction rollers for use within 80 feet of inhabited structures.
>
> c) Pile drivers for use within 150 feet of inhabited structures.
>
> If none of the construction methods mentioned in the list enumerated above are proposed within the described boundaries, no further analysis would be required, since the distances to sensitive receptors would create enough of a buffer to ensure impacts are less that significant.
>
> The purpose of each project-level vibration analysis would be to determine if the specific project-level construction would generate vibration levels exceeding the human perception threshold of 0.1 in/sec PPV at the receptor. Project-specific details that would

be required in each analysis would include, but not be limited to, type, size, and horsepower of the actual construction equipment to be used; specific locations of each activity; and actual distances from the activity to inhabited buildings. Vibration levels of actual equipment to be used shall be estimated from FTA vibration guidance documents (FTA 2006), attenuated with distance to the inhabited structures, and compared to the Caltrans vibration threshold for human perception. If applicable, the intervening ground between equipment and structures would be considered for its soil properties for additional vibration attenuation.

If the project-specific analysis determines that a project-specific significant impact could occur, mitigation shall be required to reduce the impact to less than significant. Alternative construction methods and equipment that generate lower vibration levels shall be considered. Estimated construction vibration levels would be required to not to exceed the vibration threshold of human perception at inhabited buildings (0.1 in/sec PPV at the receptor). Field vibration measurement surveys of actual construction vibration would be considered, as determined to be required by the vibration specialist, as part of construction vibration compliance with the threshold.

This requirement shall be implemented for all projects under the Incentive District (Administrative Development Plan Review, Development Plan Review, and Conditional Use Permit processing requirements as specified in Section 1203 of the Coast Highway Incentive District).

Significance Determination: Less than significant with mitigation measures

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Issue 3: Would the proposed project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Future (2035) Traffic Conditions

Future roadway noise levels without the project were calculated along various arterial segments adjacent to the Coast Highway corridor as compared to calculated 2035 baseline traffic noise levels that would occur with implementation of the project. The future traffic scenario with the project includes both the Complete Streets improvement and a predicted net traffic change associated with the development under the Incentive District.

According to the project's TIA (IBI 2018), the Future with Project 2035 scenario generates lower vehicle miles traveled per capita by approximately 11 percent when compared to the baseline Future without Project Condition. This result is expected, as the project seeks to promote smart growth with strategies such as encouraging and emphasizing multimodal transportation to increase access and mobility. This would be a benefit to some roadway segments, as it would reduce traffic volumes and traffic noise levels. As shown in **Table 3.10-9**, traffic noise levels were reduced at 14 roadway segments with the implementation of the Complete Streets improvements (e.g., traffic noise levels were reduced by 3.6 dBA along Missouri Avenue west of Coast Highway).

TABLE 3.10-9
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE (2035) WITH PROJECT CONDITIONS

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Project (A)	Future with Project (B)	Project Increment (B-A)	Exceed Threshold?
Coast Highway				
Between SR-76 Ramps and Surfrider Way	67.7	70.2	2.5	No
Between Surfrider Way and Civic Center Drive	64.2	68.3	4.1	No
Between Civic Center Drive and Pier View Way	64.7	68.4	3.7	No
Between Pier View Way and Mission Way	64.8	68.2	3.4	No
Between Mission Way and Seagaze Street	65.8	68.2	2.4	No
Between Seagaze Street and Missouri Avenue	64.5	67.0	2.5	No
Between Missouri Avenue and Washington Avenue	63.9	66.8	2.9	No
Between Washington Avenue and Wisconsin Avenue	63.7	67.1	3.4	No
Between Wisconsin Avenue and Oceanside Boulevard	65.8	68.3	2.5	No
Between Oceanside Boulevard and Morse Street	67.1	69.0	1.9	No
Between Morse Street and Cassidy Street	65.8	68.6	2.8	No
Between Cassidy Street and Vista Way	66.9	69.1	2.2	No
Between Vista Way and Eaton Street	67.2	69.0	1.8	No
North of West Street	61.7	64.3	2.6	No
South of West Street	61.4	64.3	2.9	No
North of Kelly Street	61.8	66.3	4.5	No
South of Kelly Street	61.3	64.5	3.2	No
Vista Way				
Between Broadway Street and Coast Highway	63.6	62.3	-1.3	No
Between Coast Highway and Ditmar Street	69.6	68.7	-0.9	No
Cassidy Street				
Between Broadway Street and Tremont Street	65.2	62.8	-2.4	No
Between Tremont Street and Coast Highway	62.8	64.4	1.6	No
Between Coast Highway and Freeman Street	60.8	63.8	3.0	No
Between Freeman Street and Ditmar Street	60.2	60.2	0.0	No
Morse Street				
Between Coast Highway and Freeman Street	65.2	63.9	-1.3	No
Between Freeman Street and Ditmar Street	62.0	61.4	-0.6	No
Oceanside Boulevard				
Between Tremont Street and Coast Highway	63.9	64.4	0.5	No
Between Coast Highway and Ditmar Street	67.7	68.7	1.0	No
Wisconsin Avenue				
Between Tremont Street and Coast Highway	64.2	65.3	1.1	No
Between Coast Highway and Freeman Street	63.2	63.0	-0.2	No
Between Freeman Street and Ditmar Street	65.2	65.0	-0.2	No
Washington Avenue				
West of Coast Highway	56.1	59.0	2.9	No
East of Coast Highway	53.0	56.5	3.5	No
Missouri Avenue				
West of Coast Highway	58.2	54.6	-3.6	No
East of Coast Highway	55.5	55.8	0.3	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Project (A)	Future with Project (B)	Project Increment (B-A)	Exceed Threshold?
Michigan Avenue				
West of Coast Highway	57.1	61.2	4.1	No
East of Coast Highway	54.5	59.6	5.1	**Yes**
Seagaze Street				
Between Tremont Street and Coast Highway	65.9	66.1	0.2	No
Between Coast Highway and Freeman Street	63.2	63.0	-0.2	No
Between Freeman Street and Ditmar Street	66.2	66.8	0.6	No
Mission Avenue				
Between Cleveland Street and Coast Highway	65.2	64.9	-0.3	No
Between Coast Highway and Horne Street	65.2	64.5	-0.7	No
Pier View Way				
West of Coast Highway	61.1	62.0	0.9	No
Between Coast Highway and Horne Street	60.5	55.1	-5.4	No
Civic Center Drive				
West of Coast Highway	59.3	60.9	1.6	No
East of Coast Highway	59.7	60.7	1.0	No
Surfrider Way				
West of Coast Highway	62.1	64.7	2.6	No
East of Coast Highway	59.5	61.5	2.0	No
Vandergrift Boulevard				
North of San Rafael Drive	72.4	72.4	0.0	No
South of San Rafael Drive	72.3	72.3	0.0	No
State Route 76				
West of I-5 SB On-Ramp	72.0	72.7	0.7	No
East of I-5 SB On-Ramp	73.3	73.5	0.2	No
Mission Avenue				
West of I-5 SB Off-Ramp	69.2	68.9	-0.3	No
East of I-5 SB Off-Ramp	68.5	68.1	-0.4	No
Oceanside Boulevard				
West of I-5 SB On/Off-Ramp	70.2	70.3	0.1	No
East of I-5 NB On/Off-Ramp	71.0	71.1	0.1	No
California Street				
West of Soto Street/I-5 NB On-Ramp	59.2	59.2	0.0	No
Cassidy Street				
East of I-5 SB On-Ramp/I-5 SB Off-Ramp	61.1	61.1	0.0	No
Vista Way				
West of I-5 SB On/Off-Ramp	72.3	72.5	0.2	No

[a] Based on noise levels at 25 feet distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018

However, as summarized in Table 3.10-9, Future with Project traffic noise levels (due primarily to redistribution of traffic volumes from lane reduction along the Coast Highway corridor) compared to Future without Project traffic noise levels would increase in some locations. Of these increases, the only significant increase would be along the roadway segment of Michigan Avenue east of Coast Highway. In this location, increase in traffic noise compared to the 2035 Future without Project condition is predicted to be as much as 5.1 dBA CNEL, which would be a significant increase in noise levels due to the project, as this increase in sound level would exceed the significance threshold of a 5 dBA CNEL increase. The increase in sound would be substantially lower at the remaining roadway segments analyzed, and other noise impacts along the project area roadway segments would be less than significant.

Stationary Noise

The Complete Streets improvements would not include any stationary facilities that would introduce a new operational noise source. Therefore, there would be no operational noise impacts associated with the Complete Streets improvements.

Implementation of the Incentive District would include operational stationary noise sources; a particular project would generate noise and expose off-site sensitive receptors to noise sources typical of mixed-use areas, such as doors slamming, air conditioning units, property maintenance equipment (e.g., landscape, parking lot sweeping) radio/stereo systems, domestic animals, etc. These noise sources contribute to the ambient noise levels experienced in all similarly developed areas, and typically do not exceed the noise standards for the types of land uses. In addition, these noise sources are consistent with adjacent uses in the vicinity. Therefore, stationary point-source noise impacts resulting future projects developed under the Incentive District would not exceed ambient noise levels and thus would not result in a substantial increase in ambient noise levels.

Development under the Incentive District could result in new commercial and residential developments located adjacent to noise-sensitive properties such as existing residential areas. Depending on how close these developments are situated to existing residential areas, the types of mechanical equipment used at the developments, and the activities that would occur at the developments, ambient noise levels may increase. Chapter 38 of the Oceanside Municipal Code (Noise Ordinance) governs operational noise and contains the maximum 1-hour average sound level limits for various land uses for operational noise, as shown in Table 3.10-5. For this reason, it is assumed that all mechanical equipment would be designed with appropriate noise-control devices, such as sound attenuators, acoustic louvers, or sound screens/parapet walls, to comply with noise limitation requirements provided in the City Noise Ordinance, which prevents the noise from such equipment from exceeding the sound level limits. Therefore, operation of mechanical equipment associated with the Incentive District would not exceed the City's noise thresholds, and impacts would be less than significant.

Mitigation Measures: No mitigation measures have been identified.

Significance Determination: The project-related noise increases that would occur with implementation of the Complete Streets project and development that would be anticipated to occur under the Incentive District provisions would result in a significant impact along one

roadway segment, Michigan Avenue east of Coast Highway. Because of the configuration of existing land uses in this area, these impacts could not be avoided with implementation of the project. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. Therefore, noise impacts would be significant and unavoidable along this roadway segment.

Issue 4: Would the proposed project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Complete Streets Improvements

Construction activities would increase existing ambient noise levels at noise-sensitive receptors (i.e. residences) in proximity to the construction activity. As shown in Table 3.10-7, construction noise would average approximately 80 dBA L_{eq} at 100 feet from a construction activity, which would temporarily increase existing ambient noise levels of approximately 65 dBA L_{eq} at sensitive receptor locations along the project corridor, as shown in Figure 3.10-1 (i.e., an approximate 15 dBA increase). As discussed in the Noise and Vibration Study Technical Report (refer to Appendix F of this EIR), a substantial temporary increase in ambient noise levels is defined as a direct project-related increase of 10 dBA L_{eq} or greater (FTA 2006). Therefore, these impacts would be considered significant.

Incentive District

As discussed previously, construction activities could substantially increase ambient noise levels at noise-sensitive receptors (i.e., existing residences and schools) near future construction activity within the Incentive District. As shown in Table 3.10-7, construction noise would average approximately 80 dBA L_{eq} at 100 feet from construction activities, which would temporarily increase existing ambient noise levels of approximately 65 dBA, by approximately 15 dBA L_{eq} at existing residences located within the Incentive District. As discussed in the Noise and Vibration Study Technical Report (refer to Appendix F of this EIR), a substantial temporary increase in ambient noise levels is defined as a direct project-related increase of 10 dBA L_{eq} or greater (FTA 2006). Therefore, these impacts would be considered significant.

Mitigation Measures:

MM Complete Streets NOI-1: The following field techniques shall be implemented by the City's construction contractor to reduce construction-related noise at nearby noise-sensitive receptors (residential uses):

a. Unless safety provisions require otherwise, the Complete Streets construction contractor shall adjust all audible back-up alarms to the lowest volume appropriate for safety purposes (i.e., still maintaining adequate signal-to-noise ratio for alarm effectiveness). The contractor shall consider signal persons, strobe lights, or alternative safety equipment and/or processes as allowed, for reducing reliance on high-amplitude sonic alarms.

b. The construction contractor shall place stationary noise sources at the construction site, such as generators and air compressors, away from affected noise-sensitive receivers (residential and school uses). Non-noise-producing mobile equipment, such as trailers, shall be located in the direct sound pathways between suspected major noise-producing sources and sensitive receptors.

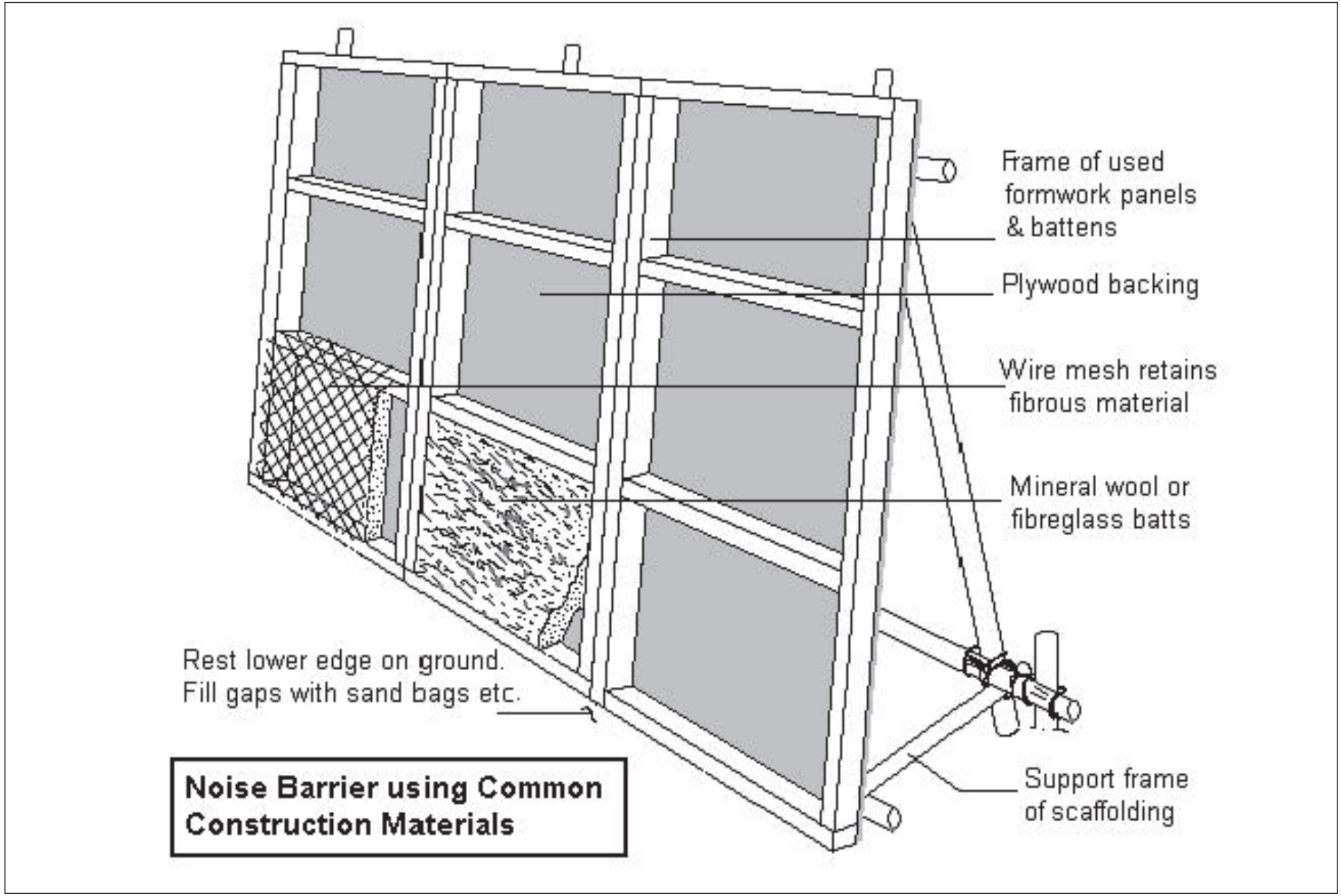
c. Noise-producing equipment (e.g., jackhammers and pavement breakers) shall use noise-attenuating shields, shrouds, or portable barriers or enclosures, to reduce operating noise.

d. Line or cover hoppers, storage bins, and chutes shall include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces).

e. To the extent practicable and available, the construction contractor shall use construction equipment manufactured or modified to reduce noise and vibration emissions, such as: electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic tools, and electric saws instead of air- or gasoline-driven saws.

MM Complete Streets NOI-2: Where feasible, the City's contractor shall install temporary, field-erected noise barriers to block the line of sight between construction equipment and sensitive receptors prior to construction (in the Complete Streets project area these are limited to residential uses). Noise barriers could include sound blankets hanging on existing fences, or the use of freestanding portable sound walls. Noise barriers should be a minimum of 8 feet in height and continuous between the source of noise and adjacent or nearby noise-sensitive receptors. Noise barriers are most effective when placed directly adjacent to either the noise source or receptor.

Barrier construction may include, but is not necessarily limited to, using appropriately thick wooden panel walls (at least 0.5-inch-thick), as shown in **Figure 3.10-2**, which are tall enough to block the line of sight between the dominant construction noise source(s) and the noise-sensitive receptor. Such barriers can reduce construction noise by 5 to 15 dBA at nearby noise-sensitive receptor locations, depending on barrier height and length, and the distance between the barrier and the noise-producing equipment or activity. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity, resembling the sample shown in **Figure 3.10-3**. These techniques are most effective and practical when the construction activity noise source is stationary (e.g., auger or drill operation) and the specific source locations of noise emissions are near the ground, and barriers can be placed as close to the equipment/activity as possible. Barrier layout and other implementation details would vary by construction site.



SOURCE: Eaton Stuart, 2000 *Construction Noise*. Workers' Compensation Board of BC, Engineering Section Report, ARCS Reference No. 0135-20, February.

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.10-2

Temporary Noise Wall Barrier Construction

SOURCE: AECOM, Inc., 2016 *Riverside Transmission Reliability Project, Noise Technical Report*, January.

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.10-3

Curtain-Type Noise Barrier

MM Incentive District NOI-2: For individual development projects proposed under the Incentive District, the following field techniques shall be implemented by the project construction contractor to reduce construction-related noise at noise-sensitive receptors within 100 feet of construction activity:

a. Unless safety provisions require otherwise, the Incentive District construction contractor shall adjust all audible back-up alarms to the lowest volume appropriate for safety purposes (i.e., still maintaining adequate signal-to-noise ratio for alarm effectiveness). The contractor shall consider signal persons, strobe lights, or alternative safety equipment and/or processes as allowed, for reducing reliance on high-amplitude sonic alarms.

b. The construction contractor shall place stationary noise sources at the construction site, such as generators and air compressors, as far away as possible from affected noise-sensitive receivers (residential and school uses). Non-noise-producing equipment, such as trailers, may be located as a sound barrier between suspected major noise-producing sources and sensitive receptors.

c. Noise-producing equipment (e.g., jackhammers and pavement breakers) shall use noise-attenuating shields, shrouds, or portable barriers or enclosures, to reduce operating noise.

d. Line or cover hoppers, storage bins, and chutes shall include sound-deadening material (e.g., apply wood or rubber liners to metal bin impact surfaces).

e. To the extent practicable and available, the construction contractor shall use construction equipment manufactured or modified to reduce noise and vibration emissions, such as: electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic tools, and electric saws instead of air- or gasoline-driven saws.

MM Incentive District NOI-3: Where feasible, temporary, field-erected noise barriers to block the line of sight between construction equipment and sensitive receptors shall be installed prior to construction of the individual development projects under the Incentive District. Noise barriers could include sound blankets hanging on existing fences, or freestanding portable sound walls. Noise barriers should be a minimum of 8 feet in height and continuous between the source of noise and adjacent or nearby noise-sensitive receptors. Noise barriers are most effective when placed directly adjacent to either the noise source or receptor.

Barrier construction may include, but is not necessarily limited to, using appropriately thick wooden panel walls (at least 0.5-inch thick), as shown in Figure 3.10-2, which are tall enough to block the line of sight between the dominant construction noise source(s) and the noise-sensitive receptor. Such barriers can reduce construction noise by 5 to 15 dBA at nearby noise-sensitive receptor locations, depending on barrier height and length, and the distance between the barrier and the noise-producing equipment or activity. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity, resembling the sample shown in Figure 3.10-3. These techniques are most effective and practical when the construction activity noise source is stationary (e.g., auger or drill operation) and the specific source locations of noise emissions are near the ground, and barriers can be placed as close to the equipment/activity as possible. Barrier layout and other implementation details would vary by construction site.

Significance Determination: Barrier material is assumed to be solid and dense enough to demonstrate acoustical transmission loss that is at least 10 dBA greater than the estimated noise level of the equipment or activity. These suggested barrier types do not represent the only ways to achieve the indicated noise reduction in dBA; they represent examples of how such noise attenuation might be attained by an implemented measure under the right conditions.

With the noise reduction achieved with the noise barriers of MM Complete Streets NOI-2, the attenuated construction noise levels at a source would be reduced by 5 to 15 dBA Leq, which would attenuate to a less than substantial increase in daytime ambient noise levels at an adjacent residential uses. However, MM Complete Streets NOI-2 (i.e., barriers) may not be feasible to implement at all locations at all times during construction activities, due to potential physical constraints at a location, which allow for line of sight between a noise source and a residence. For example, existing fences may not be tall enough or sturdy enough to support noise blankets being attached and the placement of temporary barriers could endanger construction crew members and equipment and may restrict removal of impacted materials beneath the barriers. Therefore, impacts would be potentially significant and unavoidable with regard to a temporary substantial increase in ambient noise levels.

Similar to the Complete Streets component of the project, MM Incentive District NOI-3 may not be feasible to implement at all locations at all times during construction activities, due to potential physical constraints at a location, which do not block line of sight between a noise source and a residence. For example, existing fences may not be tall enough or sturdy enough to support noise blankets being attached and the placement of temporary barriers could endanger construction crew members and equipment. Therefore, impacts would be potentially significant and unavoidable with regard to a temporary substantial increase in ambient noise levels.

Issue 5: For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the area to excessive noise levels?

The project site is located approximately 1.8 miles west of the Oceanside Municipal Airport and is outside of the airport 60 CNEL noise contours (Airport Land Use Commission 2010) Therefore, the project would not expose people to excessive noise levels from airport activities, and no impacts would occur due to the project.

Mitigation Measures: No mitigation measures would be required.

Significance Determination: No impact

Issue 6: For a project located within the vicinity of a private airstrip, would the proposed project expose people residing or working in the project area to excessive noise levels?

The project site is not located within the vicinity of a private airstrip, or heliport or helistop. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from such uses.

Mitigation Measures: No mitigation measures would be required.

Significance Determination: No impact

3.11 Population and Housing

This section provides an assessment of potential impacts related to population and housing that could result from project implementation. Potential impacts addressed in this section include the potential for environmental impacts related to housing and population associated with population growth with implementation of the project and the need for additional housing for displaced residents or housing units.

3.11.1 Environmental Setting

City of Oceanside

Population

The city of Oceanside is located in the northwestern most part of San Diego County, which includes a total of 18 cities and unincorporated land and has a total population of 3,299,521 persons (USCB 2016). The city of Oceanside occupies approximately 42 square miles and had a population of 175,691 as of 2015. The city comprises approximately 5 percent of the population of San Diego County. **Table 3.11-1** summarizes population growth within the city since 2000 and includes population projections for the city through 2040. As shown in Table 3.11-1, while the city has maintained a relatively low level of population growth, the city's population is anticipated to increase by a third from 2000 to 2040.

TABLE 3.11-1
PAST AND PROJECTED POPULATION GROWTH WITHIN OCEANSIDE

Year	Population	Change	Percent Change
2000[1]	161,029	---	---
2010[2]	167,086	6,057	3.6
2015[2]	175,691	8,605	5.2
2020[3]*	195,592	19,901	11.3
2030[3]*	209,613	14,021	7.2
2040[3]*	214,530	4,917	2.3

* SANDAG estimate.

SOURCE: [1]U.S. Census Bureau 2000; [2]U.S. Census Bureau 2010; [3]SANDAG 2011a

During the 15-year period from 2000 to 2015, population growth occurred at a slower rate in the city (9.1 percent) than the San Diego County (17.3 percent). The San Diego Association of Governments (SANDAG) projects that population growth will increase the greatest in 2020, but will then slowly decrease back to the relatively low population growth that has been typical within the city in last 20 years.

Housing

According to the California Department of Finance, the city of Oceanside had 65,117 housing units in May 2016. **Table 3.11-2** provides a breakdown of housing units in Oceanside by type. A majority of the housing units are single-family, which comprises approximately 64.5 percent of the total housing units, reflecting the city's family-oriented population and suburban neighborhoods character. Multi-family units made up approximately 31 percent of total units, while mobile houses account for the remaining 5 percent of total housing units.

TABLE 3.11-2
HOUSING UNITS IN OCEANSIDE BY TYPE: 2016

	Total Units	
Unit Type	**Number**	**Percent**
Single-family detached	34,449	52.9
Single-family attached	7,596	11.6
Multi-family (2–4 units)	5,596	8.6
Multi-family (5+ units)	14,214	21.8
Mobile-Home	3,262	5.0
Total	65,117	100

SOURCE: Department of Finance 2016

Project Area

The project area is located in the portion of the city west of Interstate 5 (I-5), which includes the Coastal Zone of the city. As shown in Chapter 2, Figure 2-4, Existing Zoning Designation and Coastal Zone, commercial uses (zoning designations C2 and VC) and light industrial (zoning designation M1) are the primary zoning designations within the project area, with some smaller areas of residential uses. In 2013, there were 621 residential dwelling units and 1,243,000 square feet of commercial uses within the project area, as shown in Table 2-1. Since commercial uses do not generally include a residential component, the project area supports a relatively small percentage of the residential dwelling units and population located in the portion of the city west of I-5.

3.11.2 Regulatory Framework

State

California Government Code

State law mandates local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each County and City to prepare a Housing Element of its General Plan. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every 5 years and determined legally adequate by the State. The purpose of the

housing element is to identify the community's housing needs; state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

Regional

San Diego Association of Governments Regional Comprehensive Plan

SANDAG's Regional Comprehensive Plan (RCP) serves as the long-term planning framework for the San Diego region. The primary goals of the RCP are to improve the standard of living, enhance the quality of life, promote social and economic equity, and improve the region's sustainability and encourage "smart growth." Issues addressed in the RCP include urban form, transportation, housing, health environment, economic prosperity, public facilities, and border issues.

San Diego Association of Governments 2050 Regional Transportation Plan

SANDAG's 2050 Regional Transportation Plan (RTP) is the blueprint for the regional transportation system that serves existing and projected residents and workers in the San Diego region. The RTP lays out the plan for funds to go toward transit, highway improvements, and local roads and streets over the next 40 years while taking into account population growth. The primary objectives of the 2050 RTP/Sustainable Communities Strategy (SCS) is to increase mobility for the region's residents by providing a safe and reliable regional transportation system. The 2050 RTP includes a roundabout at the intersection of North Coast Highway and State Route 76, which will not be signalized and allow for free traffic flow at all approaches, as one of the projects listed is a Phased Arterial Project. The roundabout at this intersection is proposed as part of the Complete Street Improvements under the proposed project.

San Diego Association of Governments San Diego Forward: The Regional Plan

SANDAG's Regional Plan serves as a comprehensive planning guide, focusing on growth through the year 2050. It integrates the RTP, SCS, and RCP. The vision of the Regional Plan is "to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all."

San Diego Association of Governments Series 13 Regional Growth Forecast

The SANDAG Series 13: 2050 Regional Growth Forecast serves as the foundation for the San Diego Forward: Regional Plan and other planning documents across the region. This summary includes an overview of the regional demographic, economic, and housing trends expected over the next 40 years.

San Diego Association of Governments Regional Housing Needs Assessment 2010–2020

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. In cooperation with HCD, local governments and councils

of government are charged with determining the city's or region's existing and projected housing need as a share of the statewide housing need. The current Regional Housing Needs Assessment (RHNA) (adopted October 2011) identifies housing needs in each SANDAG jurisdiction and allocates a fair share of that need to every community. The RHNA indicates that the San Diego Region needs to supply a total of 1,529,090 housing units for the planning period between 2008 and 2050 (SANDAG 2011). This total is distributed by income category, as shown in **Table 3.11-3**.

TABLE 3.11-3
SAN DIEGO REGIONAL HOUSING NEEDS ASSESSMENT ALLOCATION

Very Low	Low	Moderate	Above Moderate	Total
36,450	27,700	30,610	67,220	161,980
22.5%	17.1%	18.9%	41.5%	100%

SOURCE: SANDAG 2011b

Local

City of Oceanside General Plan

Housing Element

The State of California requires that each City draft and adopt a comprehensive General Plan that provides guidance for growth and development within the city. The City of Oceanside recently revised the Housing Element, which previously was intended for use until June 30, 2010, with a 2013–2020 Housing Element adopted in August 2013. The Housing Element is designed to provide development guidance for housing through facilitating the development of a variety of housing types, appropriately removing housing restraints, enhancing existing residential neighborhoods, promoting equal housing opportunities, and encouraging new housing growth patterns within the city of Oceanside until December 21, 2020 (City of Oceanside 2013).

In association with the SANDAG RHNA, the Housing Element also includes the Oceanside Housing Growth Needs for 2010 through 2020, as shown in **Table 3.11-4**. The total housing growth need allocated to the City of Oceanside for the 2010–2020 Housing Element projection period is 6,210 units (City of Oceanside 2013).

TABLE 3.11-4
OCEANSIDE HOUSING GROWTH NEEDS 2010–2020

Very Low*	Low	Moderate	Above Moderate	Total
1,549	1,178	1,090	2,393	**6,210**
24.9%	19.0%	17.6%	38.5%	**100%**

*Includes extremely-low households, estimated to be one-half the very low need (775 units)

SOURCE: City of Oceanside 2013

Land Use Element

The Land Use Element includes the following goals, objectives and policies that are relevant to population and housing.

Goal 1: Community Enhancement. The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

Objective 1.16 Housing: To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a coast that is within the reach of the diverse economic segments of Oceanside.

Policy 1.16C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.

Policy 1.16D: The City shall encourage development of a variety of housing opportunities, with special emphasis on providing:

1) A broad range of housing types, with varied levels of amenities and number of bedrooms;
2) Sufficient rental stock for all segments of the community, including families with children;
3) Housing which meets the special needs of the elderly and the handicapped.

Policy 1.16E: The City shall protect, encourage, and where feasible, providing housing opportunities for persons of low and moderate income.

Goal 2.3: Residential Development. To direct and encourage the proper type, location, timing and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well-balanced and organized City.

Policy 2.32B: Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:

1) Infrastructure improvements beyond what is necessary to serve the project and its population.
2) Lot standards (i.e., lot area, width, depth) which exceed the minimum standards established by City policy.
3) Development standards (i.e., parking, setbacks, lot coverage) which exceed the standards established by City policy.

4) Superior architectural design and materials.
5) Superior landscape/hardscape design and materials.
6) Superior recreation facilities or other amenities.
7) Superior private and/or semi-private open space areas.
8) Floor areas that exceed the norm established by existing or approved development in the surrounding area.
9) Consolidation of existing legal lots to provide unified site design.
10) Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.
11) Participation in the City's Redevelopment, Housing, or Historical Preservation programs.
12) Innovative design and/or construction methods that further the goals of the General Plan.

The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

3.11.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact related to population and housing if it would:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) beyond the growth characterized by the project description and addressed in the technical analyses of this EIR.
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Regarding the first significance criteria, CEQA Guidelines 15126.2(d) directs lead agencies to discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. However, the CEQA Guidelines specifically state that it must not be assumed that growth in any area is

necessarily beneficial, detrimental, or of little significance to the environment. Lead agencies rather are to ensure their CEQA documents fully consider the potential growth effects when conducting their environmental analyses.

Impact Analysis

Issue 1: Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through the extension of roads or other infrastructure) beyond the growth characterized by the project description and addressed in the technical analyses of the EIR?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and improve and maintain streetscaping, all within the existing right-of-way. While the Complete Streets improvements would change the existing circulation system within the project area, these changes would not result in direct or indirect population growth. The improvements would not increase the capacity of the roadways nor would they facilitate additional traffic. No new roadways or transportation facilities are proposed that would support additional population growth beyond currently anticipated population growth within the city. Therefore, the Complete Streets improvements component of the proposed project would not induce substantial population growth, either directly or indirectly.

Incentive District

Adoption of the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning within the Incentive District boundaries. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth in the area directly affected by the Incentive District (i.e., the Incentive District zone boundaries). However, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations.

The potential environmental impacts that could result from future growth, both within the Incentive District boundaries and in the surrounding areas of the city, have been considered in the environmental topical analyses in this EIR (e.g., traffic, air quality, biological resources). Potential environmental impacts associated with future growth that could occur would be mitigated to the extent feasible by the measures provided in the other sections of Chapter 3 (Environmental Analysis) of this EIR. Mitigation measures have been identified to reduce significant impacts in the following EIR sections: Section 3.2 (Air Quality); Section 3.3 (Biological Resources); Section 3.4 (Cultural Resources); Section 3.6 (Greenhouse Gas Emission); Section 3.7 (Hazards and Hazardous Materials); Section 3.10 (Noise and Vibration); and Section 3.14 (Traffic and Transportation).

While indirect growth could occur with implementation of the Incentive District, the technical analyses within this EIR have evaluated that anticipated growth as part of the proposed project, as characterized in Chapter 2 (Project Description). Therefore, beyond the impacts identified in other topical analyses of this EIR, no additional environmental impacts would occur with the proposed Incentive District.

Mitigation Measures: No additional mitigation measures are required.

Significance Determination: No impact

Issue 2 and 3: Would the project displace substantial numbers of existing households or people, necessitating the construction of replacement housing elsewhere?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in physical changes to the circulation system within the Coast Highway corridor. Existing housing units and other uses adjacent to the corridor would not be affected and displacement of existing households or people would not occur. Therefore, development of the Complete Streets improvements would not require additional housing units to be constructed within the city.

Incentive District

Adoption of the Incentive District would provide optional regulations and standards for development and redevelopment in lieu of the existing underlying zoning in the Incentive District area. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, where the different types of residential uses could result in an increase in the city's housing stock. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. The City will approve future development and redevelopment projects proposed under the Incentive District through the City's development review process, where a future project could include the removal of existing housing units within the Incentive District area. However, an objective of the Incentive District is to incentivize residential development within the Incentive District, with the intent of intensifying residential development within the Node and Avenue planning areas that allows for increased density of up to 63 dwelling units in exchange for public benefits, such as dedicated open space or parking. Thus, while some future projects could remove existing residential units, the overall amount of housing units within the Incentive District area would increase compared to the existing housing stock of the area. Therefore, the proposed project would not displace a substantial number of existing housing units or residents within the Incentive District area.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

3.12 Public Services

This section provides an assessment of potential impacts related to public services that could result from project implementation. Public services addressed in this section include fire protection, police protection, schools, and libraries.

3.12.1 Environmental Setting

Local

Fire Protection

The Oceanside Fire Department (Fire Department) provides fire and emergency services to the City of Oceanside. The Fire Department has eight stations that serve over 175,000 residents over 41 square miles. As of fiscal year 2016-2017, the Fire Department has a total of 126 personnel, with the Fire Operations Division being the largest (Fire Department 2016a, 2016b). All truck and engine companies are staffed with a minimum of one company officer, one engineer, and one firefighter/paramedic. The Fire Operations Division also manages emergency medical service (EMS) response, transport, and management. Specialized units such as Wildland, Rescue, and Urban Search & Rescue units also fall under the Fire Operations Division (Fire Department 2016b).

The Fire Department received a total of 20,452 calls for service in 2015. Those calls consisted of 881 fire responses, 15,751 EMS responses, 1,834 vehicle accidents, 892 service calls, 118 hazardous conditions, 116 prevention/investigation calls, and 860 other (Fire Department 2016a). As established by the City's General Plan, the City has the following standards for Fire Department facilities: strive to maintain a 5-minute response time from fire stations to all developed areas within the City, maintain staffing levels adequate to achieve a locally desirable Insurance Service Office rating, and strive to maintain a maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas (City of Oceanside 2002). Every truck, engine, and wildland (brush) company is staffed with at least one paramedic and one EMT-I, and every ambulance is staffed with two firefighter/paramedics (Fire Department 2016b). Mutual aid agreements provide assistance from jurisdictions throughout the state when an incident is beyond the capabilities within the city.

Oceanside fire stations closest to the project area include Fire Station 1 located at 714 Pier View Way, which is directly adjacent to the project area, and Fire Station 2 located at 1740 South Ditmar Street, which is approximately 0.15 miles east of the project area (Fire Department 2016a). **Table 3.12-1** provides additional details about each of these Fire Department stations. As shown within Table 3.12-1, the Fire Department is currently not meeting its 5-minute response time target from fire stations to developed areas within the City, but does meet the 8-minute response time target for paramedic units. According to discussions with the Fire Department, the primary reason the Fire Department is not meeting targeted response times is because of high incident volume for Fire Stations 1 and 2. This high incident volume creates delays for second unit responses coming from other City of Oceanside fire stations.

TABLE 3.12-1
FIRE STATIONS SERVING PROJECT AREA

Station	Equipment	Calls per Day	Existing Average Response Time
Station 1, 714 Pier View Way, Oceanside	1 fire engine, 1 paramedic unit	9.5	5 minutes 28 seconds
Station 2, 1740 South Ditmar Street, Oceanside	1 fire engine	6	6 minutes 10 seconds

SOURCE: Ramirez 2017

Adding an additional emergency unit (i.e., vehicle) in the downtown area would improve response times. However, the type of emergency unit required for this area is an aerial apparatus (ladder truck). A ladder truck has been identified by the City as a need to more adequately and quickly serve the downtown area. Because the current development regulations would allow for mid-rise buildings, this identified need would exist with or without the proposed project. The current station locations and configurations do not accommodate a ladder truck, which is necessary to serve mid-rise buildings within the downtown area. While this area is most directly served by Station 1 and Station 2, when a ladder truck is necessary, it responds from either Fire Station 7 (3350 Mission Avenue), Fire Station 6 (894 N. Santa Fe Avenue) or from within the City of Carlsbad or Camp Pendleton. Neither Station 1 nor Station 2 can be practically modified to accommodate a ladder truck. Due to the lack of a ladder truck within the downtown area, response times and aerial access will continue to be delayed as development of taller buildings and population growth increases within the downtown area.

The City's plans include relocating and rebuilding Station 1 (714 Pier View Way) to accommodate a ladder truck within the downtown area. However, it is unlikely that a ladder truck will be accommodated within the downtown area for the next several years. Until a ladder truck is provided in the downtown area, response times will likely be less than ideal within the areas served by Station 1 and Station 2 (Weiss 2017).

Police Protection

The Oceanside Police Department (Police Department) comprises 211 sworn officers and 89 professional staff members who serve a population of more than 175,000 residents and handle approximately 75,000 calls for service each year (Police Department 2016a). The Police Department consists of a Patrol Division, Traffic Unit, Harbor Police, School Safety Enhancement Team, Neighborhood Policing Team, Resource Team, Administrative/Front Desk Operations, and Senior Volunteer Patrol Program members. The Patrol Division is the largest division in the Police Department and consists of 113 officers and 13 field evidence technicians. Patrol officers are responsible for handling radio calls, taking crime reports, handling traffic enforcement, making arrests, resolving disputes, and preventing crime, while field evidence technicians process crime scenes, collect evidence, and take crime reports (Police Department 2016b).

As established in the City's General Plan, the Police Department has a policy to strive to provide a maximum response time of 5 minutes for all Priority I (life-threatening) and Priority II (immediate response) emergency service calls (City of Oceanside 2002). Since January 2016, the City has received 1,245 Priority I calls, and the citywide average response time, which includes time from the initial pick up of the emergency phone call to the first police unit on scene, was 6 minutes (Stauffer 2016). Therefore, the Police Department is currently not meeting its 5-minute response time target. According to discussions with the Police Department, the response time is not being met due to lack of staffing: No new police stations are planned at this time (Stauffer 2016). The nearest Police Department station to the project area is located at 3855 Mission Avenue, approximately 3.6 miles east of the project area.

Schools

The Oceanside Unified School District (OUSD) provides education services to the City of Oceanside. Based on OUSD enrollment of nearly 20,000 students, it is classified as a large-scale district. The OUSD covers approximately 66 square miles, and it is bordered on the west by the Pacific Ocean, to the south by Vista Way, to the east by College Boulevard, and to the north by Camp Pendleton. As of the 2015-2016 school year, the district operates 23 schools including 16 elementary schools, 4 middle schools, 2 comprehensive high schools, and 1 alternative high school (OUSD 2016). Of these 23 schools, the project area is located within the service boundaries of four schools, including South Oceanside Elementary, Laurel Elementary, Lincoln Middle School, and Oceanside High School (**Table 3.12-2**).

TABLE 3.12-2
OUSD SCHOOLS SERVING PROJECT AREA

School	Location	Grade	Enrollment	School Capacity	Excess Capacity
South Oceanside Elementary	1806 South Home Street, Oceanside	K-5	739	818	79
Laurel Elementary	1410 Laurel Street, Oceanside	K-5	442	759	317
Lincoln Middle School	2000 California Street, Oceanside	6-8	832	1035	203
Oceanside High School	1 Pirates Cove Way, Oceanside	9-12	2,170	2,862	692

SOURCE: OUSD 2017

Libraries

The Oceanside Public Library System provides library services to the City of Oceanside through three permanent locations and two "traveling" libraries. The three permanent libraries are the Civic Center Library, the Mission Branch Library, and the READS Literacy Center. The locations of the two traveling libraries, the Bookmobile and Adelante Bookmobile, vary depending on date and time (City of Oceanside 2016a). The locations of the libraries and distance from the proposed project area are provided in **Table 3.12-3** below.

TABLE 3.12-3
LIBRARIES LOCATED IN OR NEAR THE PROJECT AREA

Library	Address	Distance from Project
Civic Center Library	330 N. Coast Highway, Oceanside	Along project area
READS Literacy Center	321 N. Nevada Street, Oceanside	0.14 miles east
Mission Branch Library	3861- B Mission Avenue, Oceanside	3.6 miles east

SOURCE: City of Oceanside 2016a

The City of Oceanside General Plan Community Facilities Element provides guidelines and standards for library services within the City. These guidelines require 0.55 square feet of library floor area per resident, a library within 2 miles of all residents, three library staff members per 6,000 residents, and 3.0 items per resident (City of Oceanside 2002). As of 2015, the city had a population of 175,691, resulting in a standard of 96,630 square feet of library space, 88 staff members, and 500,000 books. Currently, the City falls short of this standard, with 42,000 square feet of library space, 40 full time staff members, and 199,940 books (Cosby 2017). According to discussions with library staff, a library facility is proposed as part of the El Corazon Specific Plan, located approximately 2.5 miles east of the project area; however, no construction timeline is currently known (Cosby 2017). The El Corazon Specific Plan was analyzed in a separate CEQA document and approved by the City in 2009.

3.12.2 Regulatory Framework

State

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is responsible for fire protection within State Responsibility Areas (SRAs), including 31 million acres throughout California. In most cases, SRAs are protected directly by CAL FIRE. Depending on the scale and circumstances of the fire, CAL FIRE responds with firefighting resources to assist within the SRAs (CAL FIRE 2012).

School Facilities Act

In 1998, the state legislature adopted Senate Bill (SB) 50, school financing and reform legislation, which became operative with the passage of Proposition 1A by the state electorate on November 3, 1998. SB 50 substantially revamped the method of providing state money for school construction by establishing a system through which the state would provide 50 percent of the cost of new school facilities from school bond proceeds. School districts provide a 50 percent matching share from development fees and other local funding sources such as local school bonds. SB 50 specifically provides that it is the exclusive method for financing school facilities and provides the exclusive method for mitigating environmental effects related to the adequacy of school facilities. Compliance with SB 50 is considered to be full and complete mitigation for impacts to school facilities.

Local

City of Oceanside General Plan Community Facilities Element

The City of Oceanside General Plan Community Facilities element provides long-term policies for public services within the City, including fire protection, police protection, schools, and libraries. The element outlines adequate service ratios and future planning policies by which the City of Oceanside and the Fire Department and Police Department must abide (City of Oceanside 2002). The following policies are applicable to the proposed project:

Policy 3.1: The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and service standards:

- A 5-minute response time from fire stations to all developed areas within the city of Oceanside
- Personnel staffing at a minimum of four people per company
- City maintained staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and
- A maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas

Policy 3.5: Close coordination shall be maintained between planned improvements to the Circulation System within the City of Oceanside and the location of future fire stations, in order to assure adequate levels of service and response times to all areas of the community along existing and future arterials, collectors, and local streets.

Policy 3.10: In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire flow requirements.

Policy 4.3: The Oceanside Police Department shall strive to provide a maximum response time of 5 minutes for all Priority I and II emergency service calls.

3.12.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the proposed project would result in a significant impact with respect to public services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public services. The following impact analysis is organized by each of the types of public service, as outlined below:

1. Fire and Police Protection
2. Schools
3. Libraries

An environmental analysis of parks and recreation is provided in Section 3.13 of this EIR.

Impact Analysis

Issue 1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire and police facilities or the need for new or physically altered fire and police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and create roundabouts. The Complete Streets improvements are transportation improvements that would not induce population growth within the City. Demand for police and fire protection would not increase as a result of the implementation of the Complete Streets improvements.

While construction of the Complete Streets improvements would result in temporary interferences along Coast Highway, which could result in effects to emergency access and response times for both police and fire protection, these interferences would be temporary and limited would not require the provision of new or physically altered fire and police facilities. In addition, the transportation and traffic analysis contained in Section 3.14 includes consideration of emergency access provisions during construction of the project.

The Fire Department would continue to be part of the design process of the Complete Streets improvements, ensuring that the lane reduction and new roundabouts would accommodate large fire engines and response times for emergency services. The Fire Department has been working with the City as part of the project's steering committee and has provided input in the design to ensure U-turns and mid-block turning over medians would be possible. Using their input, Coast Highway's design allows for heavy vehicle radii for turning left and making U-turns. The roundabouts would be constructed to allow semi-trucks, waste-management trucks, and fire truck access. In addition, Coast Highway's center median would be constructed with low curbs to allow left turning access to fire trucks and police vehicles mid-block. Therefore, operation of the Complete Streets improvements would not have significant impacts with regard to fire and police performance objectives.

Incentive District

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage

the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth and it could increase the potential for mid-rise development. However, the growth that could occur under the Incentive District could also occur under the City's current General Plan.

With all residential and non-residential development, the City of Oceanside requires developers to pay a public facilities fee to provide funding to accommodate the needs generated by future development within the city related to public facilities and services, including ensuring the adequacy of police and fire protection. Currently, the City has established a public facilities fee of $2,621 per dwelling unit for residential development and $902 per 1,000 square feet of building for all new non-residential units (City of Oceanside 2016b). This fee would be required of all residential and non-residential developments within the Incentive District boundaries (and within the City). If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives) additional public facilities fees would be collected. These public facilities fees would then provide for the development of additional public safety facilities to service the new development and population.

As noted in the existing conditions section, the Fire Department is currently not meeting its 5-minute response time target from fire stations to developed areas within the city, but does meet the 8-minute response time target for paramedic units. According to discussions with the Fire Department, the primary reason the Fire Department is not meeting targeted response times is because the current station locations and configurations do not accommodate a ladder truck, which is necessary to serve mid-rise buildings within the downtown area. The need for a ladder truck within and to serve the downtown area has been identified by the City as a need to more optimally serve higher rise development within the downtown area. Because the current development regulations would allow for mid-rise building, this identified need would exist with or without the proposed project.

The City's plans include relocating and rebuilding Station 1 (714 Pier View Way) to accommodate a ladder truck. However, it is unlikely that a ladder truck will be accommodated within the downtown area for the next several years. Until a ladder truck is provided in the downtown area, response times will likely be less than ideal within the areas served by Station 1 and Station 2 (Weiss 2017). This condition would occur with or without adoption of the Incentive District.

Because all future project applicants and private developers proposing residential and non-residential projects under the Incentive District would be required to pay the public facilities fee before the issuance of a building permit, and these fees would be used to provide for additional facilities to service the new population, this would include new station facilities able to accommodate a ladder truck. Under the Incentive District, the City can reasonably assume the development and construction of a number of mid-rise structures and related development, which would drive the need for additional public safety resources.

The City has noted that the City's public facilities fees have not been updated in some time (other than consumer price index increases). The City could consider evaluating the need to update the fees, which could allow for facilities to be built more quickly, including a fire station to house a ladder truck in closer proximity to the downtown area (Weiss 2017).

Although the City is not meeting its response time goals for the Police Department, the shortfall is due to staffing levels rather than a shortage of facilities. Staffing levels are largely an economic issue. If the City were to hire additional police personnel, existing facilities would be adequate to house these new personnel. Similarly, the Fire Department is currently evaluating response times (Ramirez 2017) and is determining the appropriate time to plan for new facility construction (including a downtown location for a ladder truck). The results of the Fire Department's evaluation will determine how the Department will meet the City's goals and service standards, including consideration for the project area and the growth that could occur over time as a result of the project.

With the development as contemplated in the Incentive District and downtown areas, it is expected that additional personnel will be required to serve the city's existing and growing population. The current Fire Department facilities can accommodate an increase in staffing but cannot accommodate the needed apparatus (a ladder truck) to most optimally serve emergencies within mid-rise buildings. However, development in the downtown and Incentive District area would continue to be served by the existing nearby Station 1 and Station 2. When emergencies necessitate a ladder truck, support can be provided from Fire Station 7 (3350 Mission Avenue), Fire Station 6 (894 N. Santa Fe Avenue), or from within the city of Carlsbad and/or Camp Pendleton, as is the current condition. The delay in arrival of a ladder truck from a station farther away would continue to create less than optimal response times, but is an acceptable response time and service condition.

While the City is planning on providing a location and structure/station for a ladder truck in greater proximity to the downtown area, the specific location, timing, and nature of this additional facility is not known at this time. While consideration of the environmental effects of these future safety facilities within the city would be speculative and is not within the scope of this CEQA document, the environmental effects of the future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed in the future by the City of Oceanside.

Because the current city facilities can serve the anticipated new population that could result with implementation of the Incentive District and within the downtown area from the existing stations and structures within the city, there is not a need for construction of a specific facility directly related to adoption of the Incentive District. For this reason, the project would not result in environmental impacts associated with the construction of new public safety facilities.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and create roundabouts. The Complete Streets improvements are transportation improvements and would not induce population growth within the city. Demand for school services would not increase as a result of implementation of the Complete Streets improvements. The Complete Streets improvements would not require new or altered school facilities. Therefore, no impacts related to school services would occur for the Complete Streets improvements.

Incentive District

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's current General Plan.

With all residential and non-residential development, the City of Oceanside requires developers to pay a school fee pursuant to SB 50 to provide funding to accommodate the needs generated by future development within the city. Currently, the City has established a school fee of $3.20 per square foot of residential development and $0.51 per square foot of all non-residential space (City of Oceanside 2016b). This fee would be required of all residential and non-residential developments within the Incentive District boundaries (and within the city). If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives) additional school fees would be collected. These public facilities fees would then provide for the development of additional school facilities to service the new development and population. However, the specific location, timing, and nature of these additional facilities are not known at this time. While consideration of the environmental effects of these future school facilities within the city would be speculative and is not within the scope of this CEQA document, the environmental effects of the future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed in the future by the City of Oceanside.

Because all future project applicants and private developers proposing residential and non-residential projects under the Incentive District would be required to pay the school fee before the issuance of a building permit, and these fees would be used to provide for additional facilities to service the new population, it can be reasonably assumed that the City of Oceanside will continue

to keep pace with the population growth within the city such that demand and performance objectives of these facilities would continue to be met.

As shown within Table 3.12-2, the schools serving the project area currently have excess capacity. The city's population is expected to grow with or without the proposed project, although the project could accelerate or incentivize growth in the area of the Incentive District. As the city's population grows, the City's departments will continue to evaluate this growth and the provision of additional school services. Given the growth would be incremental and not instantaneous, it is reasonable that the City would be able to respond to these increases in school demand over time. The City currently forecasts growth using a variety of sources, including the General Plan, the regional SANDAG projections, and the City's own demand projections. While individual projects could be encouraged in the Incentive District that might not be encouraged under existing conditions, the Incentive District would not significantly intensify the type of development or growth that would be expected to occur. In addition, as each individual development project is proposed, the City would have the opportunity to review and consider their effect to school services. Within these parameters and safeguards, the Incentive District is not expected to significantly affect the city's demand on school services. Therefore, new or physically altered school facilities would not be required to maintain performance objectives due to the Incentive District, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and create roundabouts. The Complete Streets improvements are transportation improvements and would not induce population growth within the city. Demand for other public facilities, such as libraries, would not increase as a result of implementation of the Complete Streets improvements. The Complete Streets improvements would not require new or altered library facilities. Therefore, no impacts would occur related to other public facilities for the Complete Streets improvements.

Incentive District

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage

the type of development the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's existing General Plan.

With all residential and non-residential development, the City of Oceanside requires developers to pay a public facilities fee to provide funding to accommodate the needs generated by future development within the city related to public facilities and services, including ensuring the adequacy of libraries. Currently, the City has established a public facilities fee of $2,621 per dwelling unit for residential development, and $902 per 1,000 square feet of building for all new non-residential units (City of Oceanside 2016b). This fee would be required of all residential and non-residential developments within the Incentive District boundaries (and within the city). According to discussions with library staff, a library facility is proposed as part of the El Corazon Specific Plan, analyzed in a separate CEQA document.

While the city is not operating within the established library standards, the Civic Center Library is located within the project area, and a library facility is planned approximately 2.5 miles east of the project area. The Incentive District project area would be well served by the existing and proposed library facilities in terms of location, space, and staffing needs, but not in adequate amount of materials within the library facilities (Cosby 2017). The provision of additional materials within the library facilities is largely an economic issue. If the City continues to add additional books and other materials within the existing and planned library facilities, these improvements would not require the expansion of these facilities as the existing and planned library facilities have sufficient space to allow for the increase in resources. For these reasons, the additional growth associated with the Incentive District would not result in the need to construct new facilities and no environmental impacts related to library services would result with implementation of the Incentive District.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

3.13 Recreation and Parks

This section provides an assessment of potential impacts related to recreation and parks and recreational facilities that could result from project implementation. Potential impacts addressed in this section include increased use of existing recreational facilities and the need for the expansion of existing or the construction of new recreational facilities that could occur with implementation of the proposed project.

3.13.1 Environmental Setting

Existing Recreational and Park Facilities

Several types of recreational facilities are provided throughout the city, including recreation and community centers, community parks, regional parks, outdoor museums and trails, golf courses, and nature centers (City of Oceanside 2016a). Many of the recreational facilities offer amenities such as barbeques, sports fields, community centers, and trails. **Table 3.13-1** summarizes the recreational facilities that are located in the project area and west of Interstate 5 in the city.

TABLE 3.13-1
RECREATIONAL FACILITIES IN OR NEAR THE PROJECT AREA

Recreational Facility	Location
Oceanside Harbor, Beach and Launch Ramp	Off of North Coast Highway
City of Oceanside Pier	300 S Pacific Street
Sunshine Brooks Theater	217 North Coast Highway
Buena Vista Lagoon Nature Center	2202 South Coast Highway
Lion's Club Park	Cassidy Street and Broadway
Buccaneer Park	1506 South Pacific Street
Oceanside Harbor and Beaches	Beaches/Pacific Ocean
Marshall Street Park/Swim Center	1404 Marshall Street
Junior Seau Beach Community Center	300 North The Strand
Strand Beach Park (Seagaze Park)	The Strand and Seagaze
Tyson Street Park	Pacific Street and Tyson Street
South Oceanside School Park	Cassidy Street and Steward Street
Sunshine Brooks Theater	217 N Coast Highway
Ron Ortega Recreation Park	Brooks and Maxson Street
Beaches	Pacific Ocean Coastline
Cesar Chavez Park	Division Drive

SOURCE: City of Oceanside 2016a; City of Oceanside 2017.

City of Oceanside Parkland Goal

The City's General Plan Community Facilities Element establishes a parkland goal of 5 acres of dedicated park land per every 1,000 residents (City of Oceanside 2002). In 2015, the City's population was approximately 175,691 residents (United States Census Bureau 2015). Thus, based on the 2015 population, the City should be providing just under 900 acres of parkland.

3.13.2 Regulatory Framework

Local

City of Oceanside General Plan

The elements of the City of Oceanside General Plan that address the goals and policies related to recreation are the Community Facilities Element and the Recreational Trails Element, which are both described further below.

Community Facilities Element

The Community Facilities Element provides overall guidance for maintaining and developing the City's public services and facilities, including parks and other recreational facilities. The goals and policies contained in the Community Facilities Element aim to provide adequate public facilities that support recreational and leisure activities as well as to contribute to the overall health of the city's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the city.

Bicycle Master Plan

The Bicycle Master Plan is a comprehensive update to the 1995 City of Oceanside Circulation Element and Recreational Trails Element and identifies points where the city's bikeway system could be integrated with the San Diego County regional bikeway system (City of Oceanside 2008). The Bicycle Master Plan evaluates the city's existing bikeway facility system and its relationship with other systems, such as mass transit, and recommends improvements wherever appropriate. Additionally, the goal of the Bicycle Master Plan is to maximize the efficiencies offered by multi-modal connections between mass transit and bikeways as well as to promote a viable alternative to the automobile travel in a climate particularly conducive to bicycle transportation. The City aims to implement the Bicycle Master Plan to provide a more convenient bikeway system for cyclists, especially for those who choose bicycle transportation over vehicle transportation.

Pedestrian Master Plan

The City of Oceanside Pedestrian Master Plan (PMP) aims to guide how the City plans and implements pedestrian projects, including projects to enhance neighborhood quality or mobility options by providing pedestrian improvement projects (City of Oceanside 2009b). The PMP identifies and prioritizes pedestrian projects based on technical analyses and community input and provides a prioritized list of projects to improve the City's ability to receive grant funding to implement the top priority projects.

Parks and Recreation Master Plan

Adopted in January 1996, the Parks and Recreation Master Plan provides guidance on the development of future parks, recreation, and open space facilities in order to meet the needs of the community. The Master Plan identifies existing facilities, provides a citywide needs assessment, proposes implementation strategies, and includes overall goals and policies for the development, maintenance, renovation, and acquisition of park facilities. The City is expected to initiate a process to update the Parks and Recreation Master Plan in late-2017. This effort would be funded by the parks fund of the Capital Improvement Program (Mertz 2017).

City of Oceanside Fee Schedule

The City of Oceanside conducted a public hearing on October 21, 2015, for the purpose of revising the community facility, park, major thoroughfare, traffic signal, and drainage impact fees. As part of Resolution No. 15-R0638-1 Section 3-4, the City established a parks fee of $4,431 per dwelling unit for the purposes of financing park improvements needed for the city (City of Oceanside 2015). The parks fee provides funding to accommodate the needs generated by future development within the city in accordance with the City's Parks and Recreation Master Plan.

Coast Highway Vision and Strategic Plan

The Coast Highway Vision and Strategic Plan (Vision Plan) was prepared in 2009 and was the impetus and original visionary document for the planning efforts for the Coast Highway Corridor Study, including the proposed roadway improvements and Incentive District zone described herein as the proposed project. Because the Vision Plan was not formally adopted by the City, it is only an advisory document. The Vision Plan includes conceptual design elements intended to revitalize and enhance the Coast Highway corridor, focusing on a pedestrian-oriented network of streets and pedestrian paths, narrower street scales, crossings, bike paths, transit, and linkages to open space and other recreational facilities such as pocket parks and park pathways (City of Oceanside 2009a).

3.13.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact related to parks and recreational facilities if it would:

1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated.
2. Include recreational facilities or require the construction or expansion of recreational facilities in order to maintain performance objectives, which might have an adverse physical impact on the environment.

Impact Analysis

Issue 1: Would implementation of the project result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Complete Streets Improvements

Implementation of the Complete Streets improvements would reconfigure Coast Highway to a two-lane highway with bicycle lanes, roundabouts, mid-block pedestrian crossings, and streetscaping within the existing right-of-way. The Complete Streets improvements are transportation improvements by nature and would not induce population growth within the city. However, the implementation of the Complete Streets improvements could improve connectivity of pedestrian and bicycle facilities within the city, make the use of these facilities more desirable, and result in an indirect increase of the use of existing city parks and recreation facilities. However, this increase is well within the realm of the expected use of recreational facilities the City anticipates, would be addressed by current park and recreation maintenance activities, and would not result in substantial physical deterioration of the existing facilities. For these reasons, deterioration of the city's parks and recreational facilities would not occur as a result of the implementation of the Complete Streets project components.

Incentive District

Adoption of the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, where the different types of residential uses could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's current General Plan.

With all residential development, the City of Oceanside requires developers to satisfy one of the following three options in order to accommodate recreational needs generated by future development within the city: (1) pay the city's established parks fee; (2) pay a portion of the parks fee and provide dedicated parkland; or (3) provide dedicated parkland. Currently, the City has established a parks fee of $4,431 per dwelling unit (City of Oceanside 2015). The payment of the fee or provision of dedication of appropriate parkland is a requirement for all residential developments within the Incentive District boundaries (and within the city). The parks fee applies only to residential uses because the payment of the parks fee provides funding to accommodate the increased recreational needs generated by population growth as a result of future residential developments within the city. Similar to the parks fee, the amount of dedicated parkland required by a developer would be determined on a project-by-project basis because dedicated parkland acreage would be dependent on the specifics of a project. If more development occurs in the project area as a result of the adoption of the Incentive District, additional fees and/or dedicated

parkland would be collected or provided, which could then result in the development of additional parks and recreational facilities.

If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives), additional parks fees and/or dedicated parkland would be collected and/or provided. Additional parks fees would then provide for the development of additional recreational facilities to service the new development and population. However, the specific location, timing, and nature of these additional park facilities are not known at this time. While consideration of the environmental effects of future parks and recreational facilities within the city would be speculative and is not within the scope of this CEQA document, consideration of the environmental effects of future development of those facilities will be required in accordance with CEQA when they are proposed by the City of Oceanside.

Because all future project applicants and private developers proposing residential projects under the Incentive District would be providing for the development of additional parklands, either through the payment of fees or by directly constructing or providing the parkland, the increased use of existing parks and recreational facilities would not expect to result in substantial physical deterioration of the existing facilities. The additional parkland provided for or by the new development would offset a growth in demand and use of current parkland facilities. It can be reasonably assumed that the City of Oceanside will continue to keep pace with the population growth within the city such that these types of environmental effects would not occur. Development and redevelopment under the Incentive District could increase recreational opportunities within the project area since the Incentive District provides a development incentive to provide open space and recreational opportunities within specified areas within the Incentive District area. Furthermore, the environmental effects of any future development within the Incentive District boundary are considered within the scope of this EIR at a programmatic level (e.g., potential for impacts to issue areas such as biological resources and cultural resources).

In conclusion, with the payment of the parks fee and/or provision of dedicated parkland and the potential for additional recreational opportunities to be provided with the implementation of the Incentive District, physical deterioration of existing recreational facilities would not occur from implementation of the proposed project.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 2: Would implementation of the project include recreational facilities or require the construction or expansion of recreational facilities in order to maintain acceptable performance objectives, which might have an adverse physical effect on the environment?

Complete Streets Improvements

While construction of the Complete Streets improvements would result in temporary interferences along Coast Highway—which could result in interference to current pedestrian and bicycle facilities—these interferences would be temporary and limited and would not require the provision of new parks or recreation facilities elsewhere in the city.

Once constructed, the Complete Streets improvements would improve connectivity of pedestrian and bicycle facilities within the city, making the use of these facilities and connected parks and recreation facilities more desirable. This is an expected and desired outcome of the proposed project. This increase would be addressed by current park and recreation maintenance activities and would not result in substantial demand for new or expanded park facilities. For these reasons, the Complete Streets improvements would not require new or physically altered park facilities in order to maintain performance objectives, and impacts would be less than significant.

Incentive District

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's current General Plan.

With all residential development, the City of Oceanside requires developers to pay a parks fee to provide funding to accommodate recreational needs generated by future development within the city or provide parkland directly in lieu of the parks fee. Currently, the City has established a parks fee of $4,431 per dwelling unit (City of Oceanside 2016b). Either development of parkland or the payment of this fee would be required of all residential developments within the Incentive District boundaries (and within the city). If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives), additional parks fees would be collected and/or parklands developed. If fees are paid, the fees would then provide for the development of additional parks and recreational facilities to service the new development and population. However, the specific location, timing, and nature of these additional park facilities are not known at this time. While consideration of the environmental effects of these future parks and recreational facilities within the city would be speculative and is not within the scope of this CEQA document, consideration of the environmental effects of future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed by the City of Oceanside.

Because all future project applicants and private developers proposing residential projects under the Incentive District would be required to pay the parks fee or develop additional parkland, it can be reasonably assumed that the City of Oceanside will continue to keep pace with the population growth within the city such that demand and performance objectives of these facilities would be met.

The city's population is expected to grow with or without the proposed project, although the project could accelerate or incentivize growth in areas of the Incentive District. As the city's population grows, the City's departments will continue to evaluate this growth and the provision of additional parkland. Given that the growth would be incremental and not instantaneous, it is reasonable that the City would be able to respond to these increases in parkland demand over time. The City currently forecasts growth using a variety of sources, including the General Plan, the regional San Diego Association of Governments projections, and the City's own demand projections. While individual projects could be encouraged in the Incentive District that might not be encouraged under current conditions, the Incentive District would not significantly intensify the type of development or growth that would be expected to occur. In addition, as each individual development project is proposed, the City would have the opportunity to review and consider their effect on parkland. Within these parameters and safeguards, the Incentive District is not expected to significantly affect the City's parkland goal.

Development and redevelopment under the Incentive District could increase recreational opportunities within the project area since the Incentive District provides a development incentive to provide open space and recreational opportunities within specified areas of the Incentive District project area. However, the environmental effects of any future development within the Incentive District boundary are considered within the scope of this EIR at a programmatic level (e.g., potential for impacts to issue areas such as biological resources and cultural resources).

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

3.14 Traffic and Transportation

This section provides an assessment of potential impacts related to traffic and transportation that could result from project implementation. Potential impacts addressed in this section are related to conflicts with applicable traffic plans, congestion management programs, and alternative traffic plans, air traffic patterns, transportation design hazards, and inadequate emergency access. Information used in this section is from the Traffic Impact Analysis (TIA) prepared by IBI Group for the proposed project (IBI 2018), which is included as Appendix G of this EIR.

3.14.1 Environmental Setting

Project Traffic Study Area

The City of Oceanside is located within the northern portion of San Diego County, where regional access is provided by Interstate 5 (I-5), State Route 76 (SR 76), and State Route 78 (SR 78). Local access is provided via Coast Highway and other connecting local roads. Refer to Appendix G of this EIR for a full description of all study roadways.

SR 76 – This is a four-lane state highway (San Luis Rey Mission Expressway), connecting to Coast Highway in the northern portion of the City, and running east through an interchange with I-5 and beyond.

SR 78 – This is a six-lane state freeway (Ronald Packard Parkway), connecting to I-5 (and continuing to Coast Highway as two-lane Vista Way) in the southern portion of the City.

Coast Highway – A secondary collector that runs north/south through Oceanside's downtown area and has two configurations within the City. The first is as a two-lane roadway with a continuous two-way left turn lane that spans from Harbor Drive to the intersection with SR 76. No parking is allowed on this segment except for a small stretch just south of Harbor Drive. South of the SR 76, Coast Highway is a four-lane undivided roadway. Parking is not allowed on Coast Highway between SR 76 and Surfrider Way, from Oceanside Boulevard to Morse Street, and south of Vista Way, but is allowed in some sections between Surfrider Way and Oceanside Boulevard, and between Morse Street and Vista Way. Between Oceanside Boulevard and Morse Street and south of Vista Way, there is a striped bike lane on each side of the roadway.

Surfrider Way – A collector street located south of the intersection of Coast Highway and SR 76. Parallel on-street parking is allowed on Surfrider Way, with the exception of the block closest to the beach.

Civic Center Drive – A collector street located south of Surfrider Way, running from Cleveland Street to beyond the eastern limit of the TIA study area. Parallel parking is allowed on all segments of the street within the TIA study area limits, with the exception of the south side of Civic Center Drive east of Coast Highway where diagonal on-street parking is provided.

Pier View Way – A local street located south of Civic Center Drive, running from Cleveland Street to Horne Street. Parking (diagonal or parallel) is allowed on all segments of the street.

Wisconsin Avenue – A collector street located south of Washington Avenue. This street begins at The Strand and crosses the majority of the TIA study area, ending at Weitzel Street. This street is a two-lane undivided roadway. Parallel on-street parking is permitted west of Coast Highway. Between Coast Highway and I-5, Oceanside Boulevard has a striped bicycle lane and parallel parking is not permitted.

Seagaze Street – A two-lane collector roadway located south of Mission Avenue. Parallel parking is allowed on most parts of the street, with diagonal parking allowed on a portion of the north side of the street between Cleveland Street and Coast Highway, and on the south side of the street between Coast Highway and Freeman Street.

Oceanside Boulevard – A collector street located south of Wisconsin Avenue. It begins at Pacific Street, crosses the TIA study area and continues east outside the TIA study area boundaries. Parallel on-street parking is permitted. Between Coast Highway and I-5, Oceanside Boulevard has a striped bicycle lane.

Morse Street – A two-lane undivided collector street located south of Oceanside Boulevard and south of the Sprinter rail corridor. This street begins at Broadway Street and crosses the study area, ending at Griffin Street. On-street parking is allowed.

Vista Way – A collector street located south of Morse Street. From Broadway Street to Coast Highway, parallel parking is permitted. East of Coast Highway, Vista Way is a two-lane roadway with a continuous two-way center left turn lane.

Existing Conditions of the Study Area Intersections

The study area established in the TIA included 47 intersections (see **Figure 3.14-1**). Existing peak-hour intersection count data and 48-hour roadway segment volumes were collected in the TIA study area in August 2013. These volumes represent the existing baseline for this traffic analysis, as traffic is typically the highest in this particular coastal area during the summer months and this period thus reflects a conservative representation of traffic conditions.

Figures 3.14-2a through **3.14-2d** illustrate the AM and PM peak-hour volumes for the 54 study intersections[1] analyzed in the Existing Conditions scenario. **Table 3.14-1** shows the existing LOS during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours for the 54 study area intersections. Level of service (LOS) is a qualitative measure that describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS is described as a range between A and F, where LOS A represents a free-flowing system, and LOS F represents a highly congested, slow-moving system. The City has established a minimum acceptable LOS of LOS D for intersections during peak-hour operations (i.e., LOS E or LOS F are unacceptable service levels), which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if

[1] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant. As shown in Table 3.14-1 below, all study intersections operate at LOS D or better in existing conditions, with the exception of the intersection at Vista Way and the I-5 southbound on-/off-ramps.

TABLE 3.14-1
EXISTING CONDITIONS AM AND PM PEAK-HOUR LEVELS OF SERVICE (LOS)

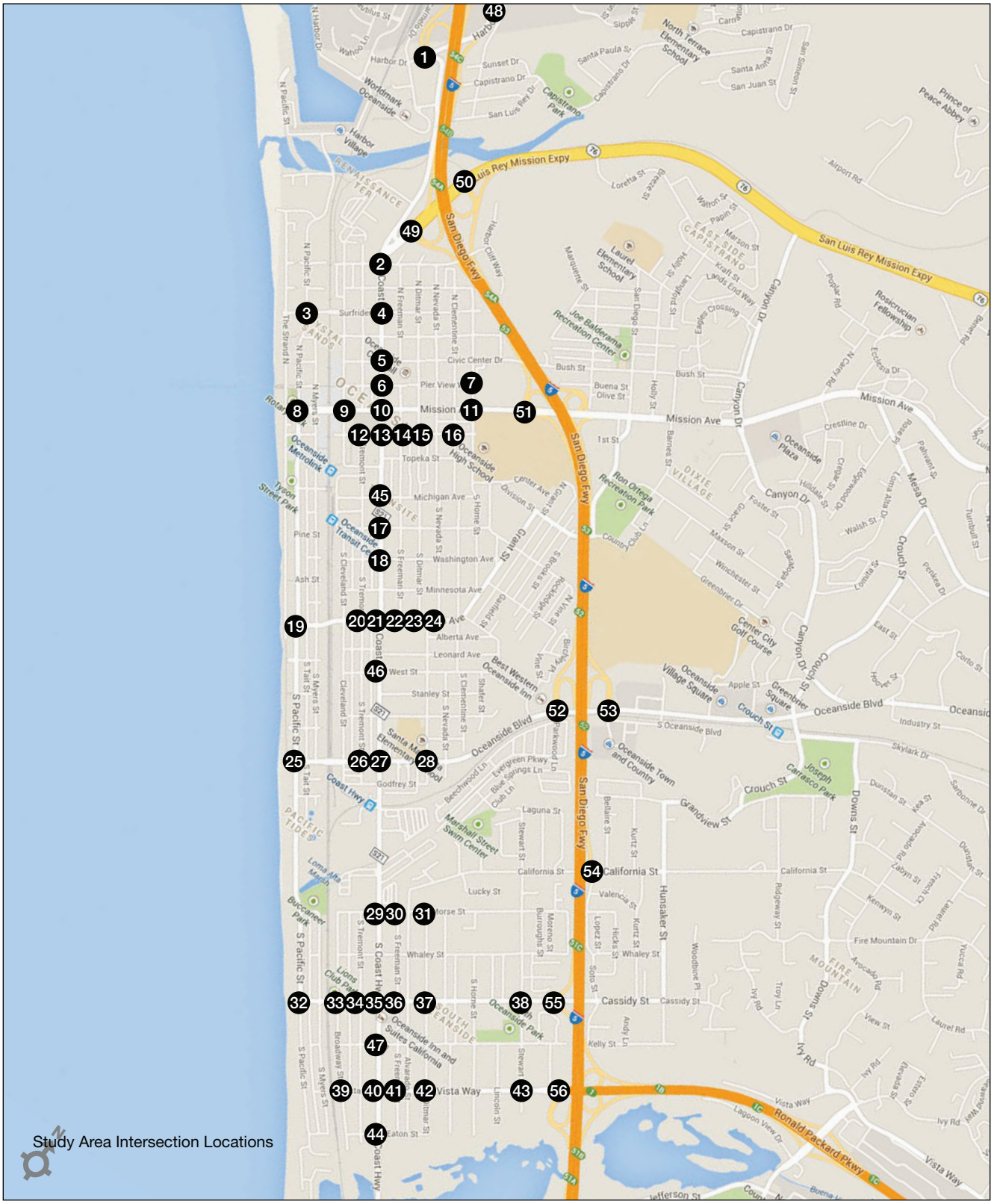
Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS
City of Oceanside Intersections						
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	28.0	C	51.3	D
2	Coast Highway & SR 76 Ramps	Signalized	13.7	B	37.1	D
3	Surfrider Way & Pacific Street	AWSC	8.5	A	11.2	B
4	Coast Highway & Surfrider Way	Signalized	10.4	B	14.4	B
5	Coast Highway & Civic Center Drive	Signalized	13.7	B	15.1	B
6	Coast Highway & Pier View Way	Signalized	16.8	B	16.6	B
7	Pier View Way & Horne Street	AWSC	8.7	A	11.9	B
8	Mission Avenue & Pacific Street	AWSC	7.9	A	10.1	B
9	Mission Avenue & Cleveland Street	AWSC	8.1	A	10.6	B
10	Coast Highway & Mission Avenue	Signalized	13.1	B	13.8	B
11	Mission Avenue & Horne Street	Signalized	7.4	A	18.9	B
12	Seagaze Street & Tremont Street	SSSC	3.3	A	11.5	B
13	Coast Highway & Seagaze Street	Signalized	14.7	B	23.9	C
14	Seagaze Street & Freeman Street	SSSC	10.3	A	15.6	C
15	Seagaze Street & Ditmar Street	AWSC	7.9	A	12.5	B
16	Seagaze Street & Clementine Street	SSSC	7.9	A	13.1	B
17	Coast Highway & Missouri Avenue	SSSC	12.0	B	23.9	C
18	Coast Highway & Washington Avenue	SSSC	11.3	B	22.0	C
19	Wisconsin Avenue & Pacific Street	AWSC	8.1	A	9.8	A
20	Wisconsin Avenue & Tremont Street	SSSC	10.6	B	14.0	B
21	Coast Highway & Wisconsin Avenue	Signalized	8.9	A	12.2	B
22	Wisconsin Avenue & Freeman Street	SSSC	9.1	A	9.7	A
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	9.7	A	10.1	B
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	7.5	A	7.9	A
25	Oceanside Boulevard & Pacific Street	AWSC	8.0	A	9.0	A
26	Oceanside Boulevard & Tremont Street	SSSC	10.9	B	14.7	B
27	Coast Highway & Oceanside Boulevard	Signalized	29.7	C	39.7	D
28	Oceanside Boulevard & Ditmar Street	Signalized	5.7	A	6.8	A
29	Coast Highway & Morse Street	Signalized	9.0	A	9.8	A
30	Morse Street & Freeman Street	SSSC	9.0	A	10.0	B
31	Morse Street & Ditmar Street	SSSC	8.8	A	9.2	A
32	Cassidy Street & Pacific Street	AWSC	7.7	A	9.3	A

Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS
33	Cassidy Street & Broadway Street	SSSC	10.3	B	14.5	B
34	Cassidy Street & Tremont Street	SSSC	9.9	A	12.4	B
35	Coast Highway & Cassidy Street	Signalized	9.1	A	14.0	B
36	Cassidy Street & Freeman Street	SSSC	10.2	B	12.7	B
37	Cassidy Street & Ditmar Street	AWSC	8.1	A	9.5	A
38	Cassidy Street & Stewart Street	AWSC	9.3	A	13.2	B
39	Vista Way & Broadway Street	SSSC	7.4	A	7.6	A
40	Coast Highway & Vista Way	Signalized	22.7	C	37.0	D
41	Vista Way & Freeman Street	SSSC	12.2	B	15.3	C
42	Vista Way & Ditmar Street	SSSC	13.0	B	18.7	C
43	Vista Way & Stewart Street	SSSC	12.3	B	17.4	C
44	Coast Highway & Eaton Street	SSSC	12.8	B	14.3	B
45	Coast Highway & Michigan Avenue	Signalized	7.3	A	9.0	A
46[1]	Coast Highway & West Street	SSSC	--	--	--	--
47[2]	Coast Highway & Kelly Street	SSSC	--	--	--	--
Caltrans Intersections						
48[3]	Harbor/Vandegrift Blvd & I-5 NB On-Ramp/San Rafael Drive	Signalized	17.6	B	22.7	C
49	SR 76 & I-5 SB On-Ramp	Signalized	8.9	A	6.9	A
50	SR 76 & I-5 NB On-/Off-Ramp	Signalized	21	C	25.5	C
51	Mission & I-5 SB Off-Ramp	Signalized	23.0	C	35.0	C
52	Oceanside & I-5 SB On-/Off-Ramp	Signalized	46.6	D	43.3	D
53	Oceanside & I-5 NB On-/Off-Ramp	Signalized	34.2	C	39.2	D
54	California & I-5 NB On-Ramp	AWSC	8.9	A	8.7	A
55	Cassidy & I-5 SB On-/Off-Ramp	SSSC	11	B	11.2	B
56	Vista Way & I-5 SB On-/Off-Ramp	Signalized	50	D	174.2	F

Notes:
[1] Not part of the original 2013 counts. In order to provide a more consistent and complete analysis, intersection 46 was added to the study in 2016. Therefore, existing turning movement counts are not available for the study intersection.
[2] Not part of the original 2013 counts. In order to provide a more consistent and complete analysis, intersection 47 was added to the study in 2016. Therefore, existing turning movement counts are not available for the study intersection.
[3] For intersections 48-56, existing intersection turning movements counts for these Caltrans interchanges were taken manually on March 13, 2018 during the morning peak period (7:00 AM to 9:00 AM) and the afternoon peak period (4:00 PM to 6:00 PM). The detailed traffic count data for the study area intersections and interchanges can be found in Appendix C of the TIA (2018).

A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. OWSC – One-way stop control intersection
F. The minimum acceptable LOS is “D” for intersections 1-47
G. The minimum acceptable LOS is “C and D”; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project’s contribution to be significant.
H. Existing turning movement volumes not available for Intersections 46 and47

Source: IBI 2018.

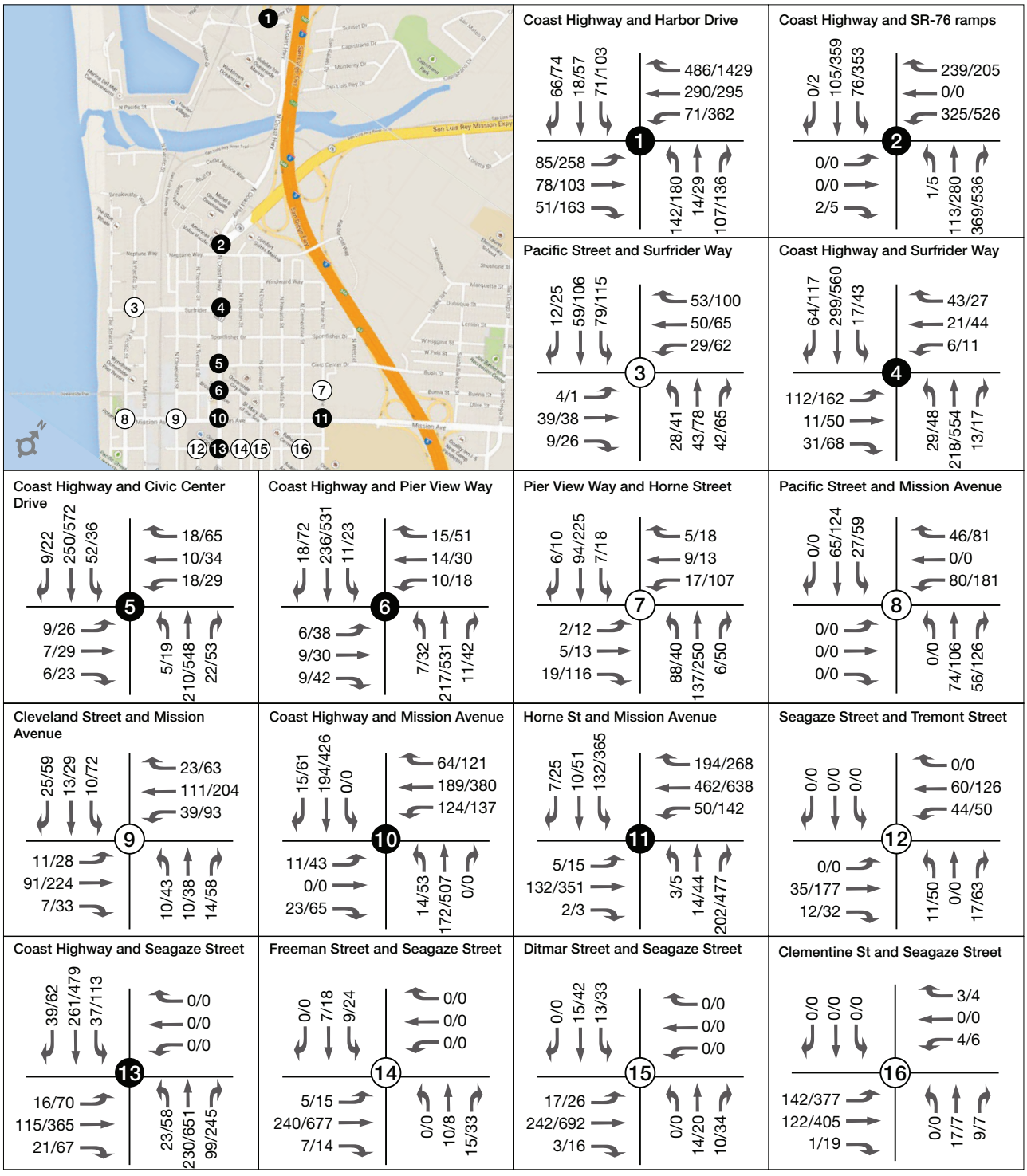


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-1

Study Area Intersections

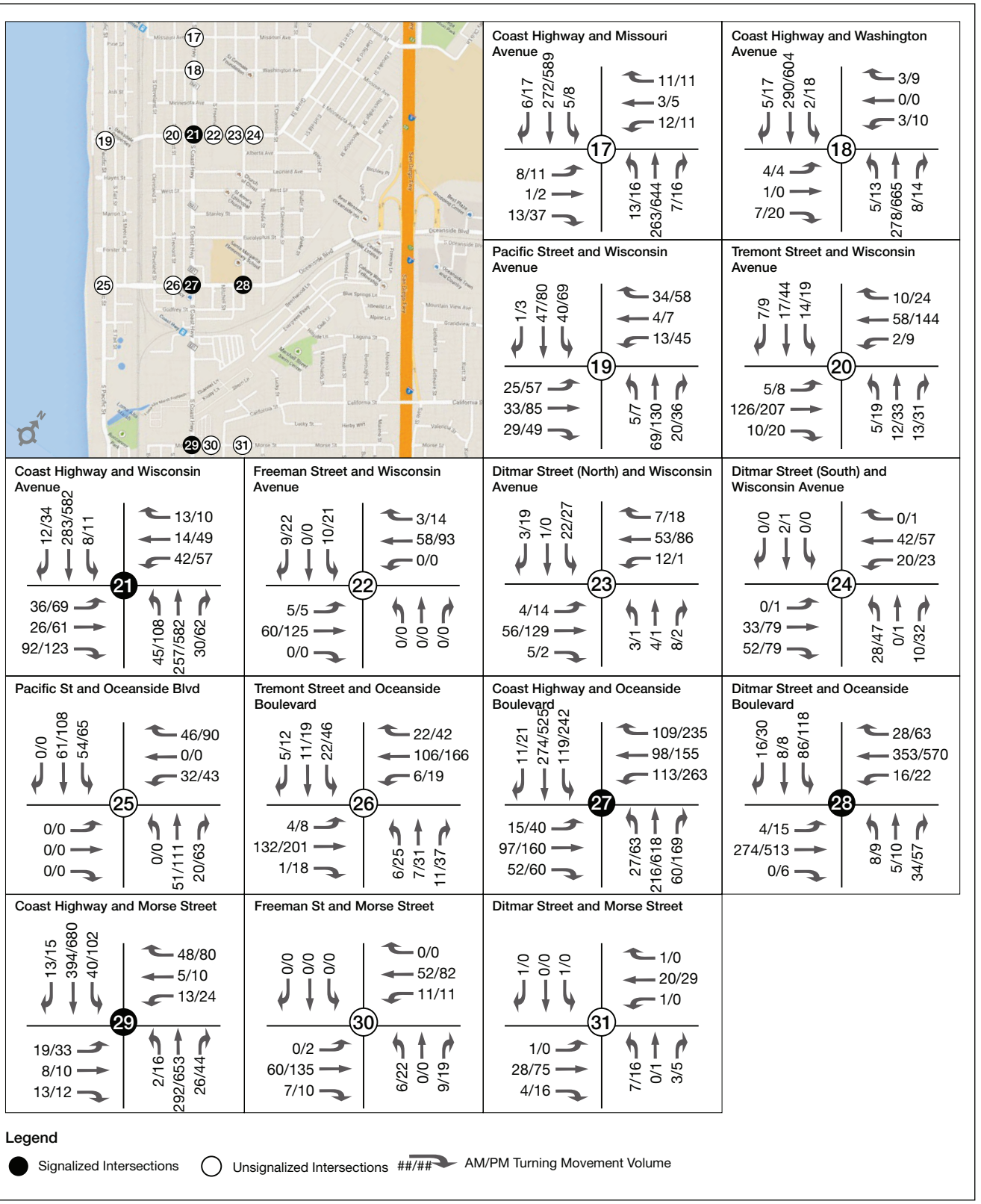


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-2a

Existing Conditions Peak Hour Volumes – AM & PM

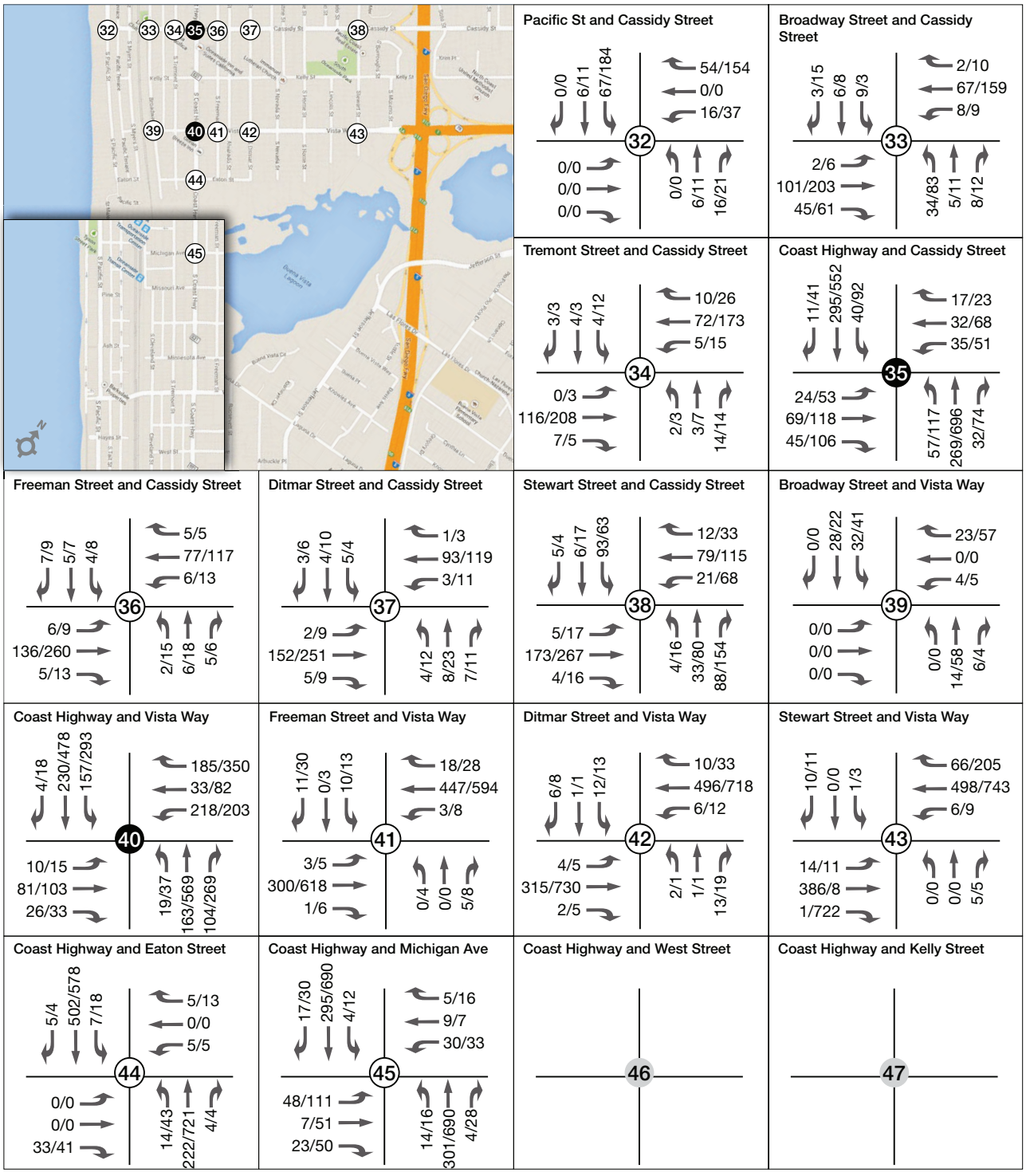


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-2b

Existing Conditions Peak Hour Volumes – AM & PM

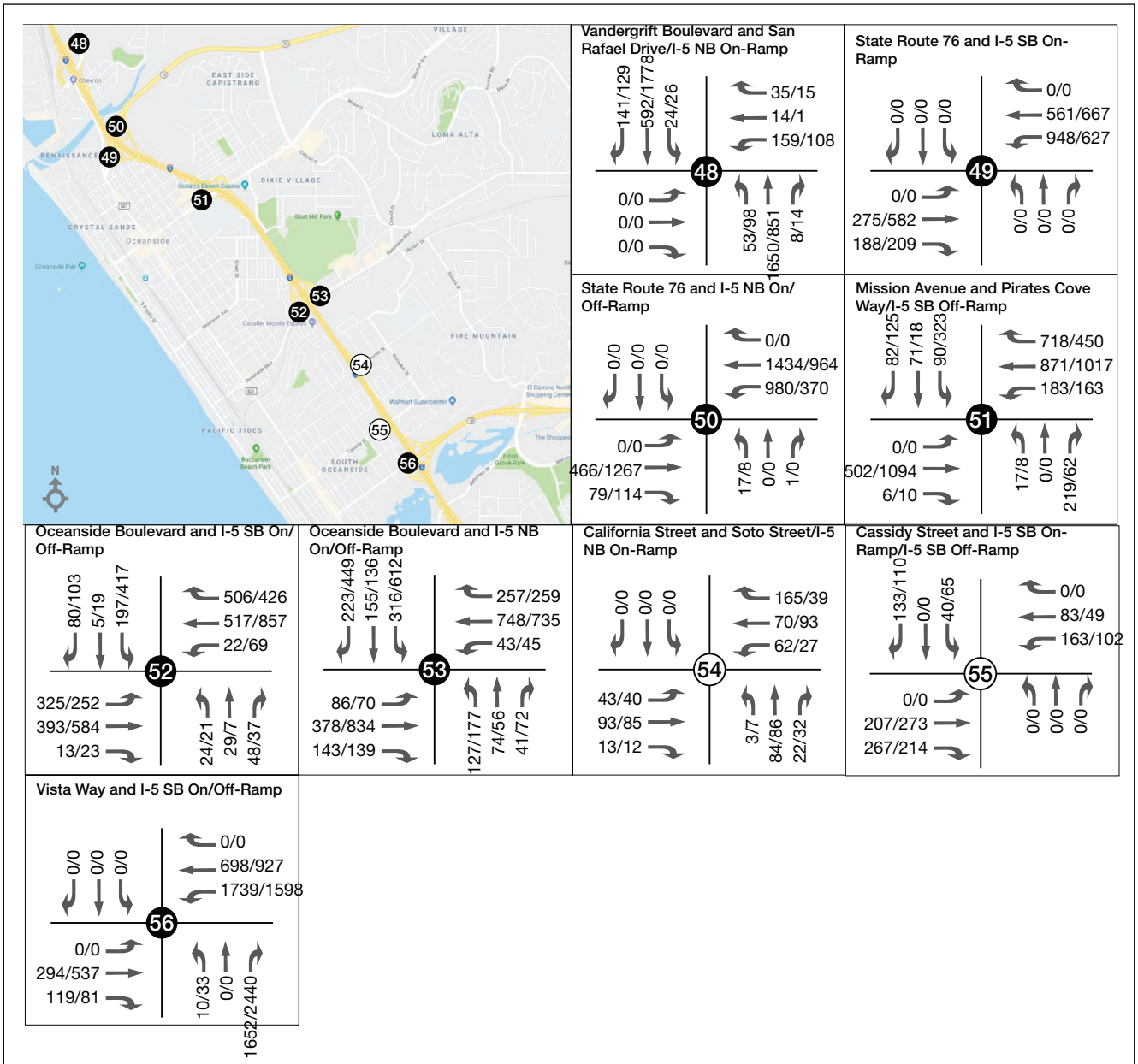


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-2c

Existing Conditions Peak Hour Volumes – AM & PM



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 3.14-2d

Existing Conditions Peak Hour Volumes – AM & PM

Existing Alternative Transportation

Transit Service

The North County Transit District (NCTD) provides transit services to the North County of San Diego, including the City of Oceanside. There are two main transit centers located within the project area, which include the Oceanside Transit Center and the Coast Highway Sprinter station. The Oceanside Transit Center provides connections with the Coaster, Amtrak, Metrolink, and Sprinter train lines as well as NCTD bus routes 101, 302, 303, 313, 318, 392, 395, Riverside Transit Agency Route 202, and Greyhound buses (NCTD 2016). The Coast Highway Sprinter station also provides connections to NCTD bus routes 101, 302, and 318 (NCTD 2016). The NCTD bus routes listed above provide bus access throughout the project area.

Bicycle and Pedestrian Access

According to the City's Circulation Element, the only bicycle facilities within the project area are Class II bicycle lanes on Coast Highway between Oceanside Boulevard and Morse Street, and a Class III bicycle route from approximately Morse Street to Cassidy Street along Broadway Street, which connects to the Class I bicycle path adjacent to the project area (City of Oceanside 2012). Additionally, there are sidewalks along Coast Highway for pedestrian travel. There are now sharrow[2] (Class III) markings on Civic Center Drive and Mission Avenue east of Coast Highway. There is also a striped Class II bike lane on Seagaze east of Coast Highway in the project area.

3.14.2 Regulatory Framework

Federal

Highway Capacity Manual

The Highway Capacity Manual (HCM), prepared by the federal Transportation Research Board, is the result of a collaborative multi-agency effort between the Transportation Research Board, Federal Highway Administration, and American Association of State Highway and Transportation Officials. The HCM contains concepts, guidelines, and procedures for computing the capacity and level of service of various transportation facilities, including freeways, signalized and unsignalized intersections, and rural highways, and the effects of transit, pedestrians, and bicycles on the performance of these systems.

Moving Ahead for Progress in the 21st Century Act

On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 revised the policy and programmatic framework for investments meant to guide the nation's surface transportation system's growth and development. MAP-21 establishes a streamlined and performance-based surface transportation program, which builds upon many of the highway, transit, bike, and pedestrian programs and policies established by the Intermodal Surface Transportation Efficiency Act of 1991.

[2] A bicycle sharrow is defined as a sign showing a bicycle under two wide arrows that which is painted on a road to show that people riding bicycles and those driving cars must share the roadway.

State

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, building, operating, and maintaining California's state road system. Caltrans sets standards, policies, and strategic plans that aim to do the following: (1) provide the safest transportation system in the nation for users and workers, (2) maximize transportation system performance and accessibility, (3) efficiently deliver quality transportation projects and services, (4) preserve and enhance California's resources and assets, and (5) promote quality service. Caltrans has the discretionary authority to issue special permits for the use of state highways for other than normal transportation purposes.

Statewide Transportation Improvement Program

The California Statewide Transportation Improvement Plan (STIP), approved by the California Transportation Commission in May 2016, is a multiyear, intermodal program of transportation projects that is consistent with the statewide transportation planning processes, metropolitan plans, and Title 23 of the Code of Federal Regulations (CFR). The STIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Agencies. In San Diego County, the MPO and Regional Transportation Planning Agency is the San Diego Association of Governments (SANDAG). The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the federal Transit Act and CFR Title 23, including federally funded projects.

Regional

San Diego Associated Governments San Diego Forward: The Regional Plan

SANDAG's San Diego Forward: The Regional Plan (Regional Plan) acts as a blueprint for maintaining and improving the region's transportation systems. The plan focuses on building a transportation system that encompasses sustainability, land use patterns, and social equity. The Regional Plan also outlines plans for maintaining, improving, and developing regional modes of transit, including rail systems, bus rapid transit, and roadways.

San Diego County Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is part of SANDAG's Regional Plan. SANDAG is the subregional planning agency for San Diego County and is responsible for the preparation and adoption of the county's CMP. The purpose of the CMP is to monitor the performance of the region's transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. In October 2009, the San Diego region elected to be exempt from the state CMP, and since that decision SANDAG has been abiding by 23 CFR 450.320 (Congestion Management Process in Transportation Management Areas) to ensure the region's compliance with the federal congestion management process.

Local

City of Oceanside General Plan Circulation Element

As required by state law, the City of Oceanside has included and adopted a Circulation Element as part of its General Plan. In tandem with the other elements of the General Plan, the Circulation Element creates and addresses goals and policies related to the City's circulation system. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the roadways that comprise the city's transportation network by providing service standards, objectives, and policies. The Master Transportation Roadway Plan is the Circulation Element's main policy tool for designating future road improvements, extensions, and special intersection design treatments. The goals and policies from the Circulation Element related to the proposed project include the following:

Chapter 2: Long Range Policy Direction

Goal 1: A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.

> **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.

Chapter 6: Bicycle Facilities

Goal 1: Provide a safe, interconnected network of bicycle facilities within Oceanside for recreational and commuter users.

Goal 2: Make bicycling a viable mode choice in an effort to reduce congestion, improve air quality, and provide residents and visitors with public health and recreational benefits.

> **Policy 6.3:** The City shall integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of the roadway network, transit facilities, public buildings, and parks.
>
> **Policy 6.4:** The City shall provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations.
>
> **Policy 6.5:** The City shall plan Class II bicycle lanes into all prime arterial, major arterials, and secondary collectors where safe and appropriate as determined by City staff.

City of Oceanside 2008 Bicycle Master Plan Update

The Bicycle Master Plan's purpose is to maximize the efficiencies offered by multimodal connections between mass transit and bikeways, and to promote a viable alternative to automobile travel within the city. It also aims to establish facility types to be implemented and identify points

where the city's bikeway system could be integrated with the existing San Diego County regional bikeway system.

City of Oceanside 2009 Pedestrian Master Plan Update

The Pedestrian Master Plan's goals and objectives are to enhance pedestrian mobility by providing pedestrian planning that enhances design standards, installing and maintaining pedestrian facilities, and ensuring overall safe pedestrian circulation throughout the city.

3.14.3 Impacts and Mitigation Measures

Significance Criteria

Consistent with Appendix G of the CEQA Guidelines, the project would result in a significant impact on transportation and traffic if it would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
2. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
5. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Methodology

To analyze the proposed project's impact on the city's circulation system, the TIA considered both the Complete Streets improvements, which include reducing Coast Highway from four to two lanes, as well as the land use projections associated with the development and redevelopment that may occur under the Incentive District. The Existing Conditions and the Future Conditions without Project scenarios use the existing roadway configuration of Coast Highway, while the Existing Conditions + Project and Future Conditions + Project scenarios use the modified roadway configuration of Coast Highway with implementation of the Complete Streets improvements, as described in Chapter 2, Project Description.

In addition to the different roadway configurations between the traffic scenarios, each traffic scenario also accounts for different land use conditions. Both the Existing Conditions without Project and Existing Conditions + Project scenarios were modeled using a land use assumption representative of existing land uses within the City in 2013. The Existing Conditions without Project sets the existing baseline for the traffic analysis, while the Existing Conditions + Project scenario allows for the analysis of traffic conditions with implementation of the Complete Streets improvements. The Future Conditions without Project scenario represents the future baseline (based on the SANDAG forecast model land use assumptions for the City's General Plan buildout conditions) in order to compare the Future Conditions + Project scenario, which accounts for the Complete Streets improvements and development and/or redevelopment which may occur under the Incentive District.

Intersection Level of Service Analysis Methodologies

The 2010 HCM methodology (TRB 2010) was used to assess the operation of intersections (signalized, unsignalized, roundabouts, and Caltrans facilities). The 2010 HCM methodology presents LOS in terms of control delay in seconds per vehicle, which is defined as the average delay experienced at the traffic intersection. The 2010 HCM methodology defines LOS as a qualitative measure that describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. LOS is described as a range between A and F, where LOS A represents a free-flowing system and LOS F represents a highly congested, slow-moving system. **Table 3.14-2** lists the six qualitative categories of LOS and corresponding ranges of average delay for signalized and unsignalized (side-street stop-controlled and all-way stop-controlled) intersections, analyzed using the 2010 HCM methodology. **Table 3.14-3** shows LOS and associated ranges of delay for roundabouts, which were evaluated using the 2010 HCM methodology.

Traffic operations at study area intersections were evaluated for the AM and PM peak hours for each of the study scenarios. The peak hours are defined by the hour with the highest traffic volumes over the peak two-hour period, typically between 7:00 and 9:00 AM in the morning and between 4:00 and 6:00 PM in the evening. The minimum acceptable LOS established by the Circulation Element of the City of Oceanside General Plan is LOS D for intersections during peak-hour operations, which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established significance thresholds for intersections during the peak hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

TABLE 3.14-2
DEFINITIONS FOR INTERSECTION LEVEL OF SERVICE
(SIGNALIZED AND UNSIGNALIZED)

Unsignalized Intersections			Signalized Intersections	
Description	**Average Total Vehicle Delay (Seconds)**	**Level of Service Grade**	**Average Control Vehicle Delay (Seconds)**	**Description**
No delay for stop-controlled approaches.	0.0 - 10.0	A	0.0 - 10.0	Free Flow or Insignificant Delays: Operations with very low delay, when signal progression is extremely favorable and most vehicles arrive during the green light phase. Most vehicles do not stop at all.
Operations with minor delay.	10.1 - 15.0	B	10.1- 20.0	Stable Operation or Minimal Delays: Generally occurs with good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay. An occasional approach phase is fully utilized.
Operations with moderate delays.	15.1 - 25.0	C	20.1- 35.0	Stable Operation or Acceptable Delays: Higher delays resulting from fair signal progression and/or longer cycle lengths. Drivers begin having to wait through more than one red light. Most drivers feel somewhat restricted.
Operations with increasingly unacceptable delays.	25.1- 35.0	D	35.1- 55.0	Approaching Unstable or Tolerable Delays: Influence of congestion becomes more noticeable. Longer delays result from unfavorable signal progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop. Drivers may have to wait through more than one red light. Queues may develop, but dissipate rapidly, without excessive delays.
Operations with high delays, and long queues.	35.1- 50.0	E	55.1 - 80.0	Unstable Operation or Significant Delays: Considered to be the limit of acceptable delay. High delays indicate poor signal progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
Operations with extreme congestion, and with very high delays and long queues unacceptable to most drivers.	50.1 or more	F	80.1 or more	Forced Flow or Excessive Delays: Occurs with oversaturation when flows exceed the intersection capacity. Represents jammed conditions. Many cycle failures. Queues may block upstream intersections.

SOURCE: Transportation Research Board 2000

TABLE 3.14-3
DEFINITIONS FOR INTERSECTION LEVEL OF SERVICE
(ROUNDABOUTS)

Level of Service	Description	Control Delay (sec)
A	Little or no delay	0.0 – 10.0
B	Short traffic delays	10.1 – 15.0
C	Average traffic delays	15.1 – 25.0
D	Long traffic delays	25.1 – 35.0
E	Very long traffic delays	35.1 – 50.0
F	Extreme traffic delays with intersection capacity exceeded	50.1 or more

SOURCE: Transportation Research Board 2010.

Future Conditions Traffic Forecasting

Based on existing land uses and SANDAG forecast model runs, existing and future traffic volumes were estimated for the TIA study area. Turning movement volumes at the study area intersections and projected average daily traffic (ADT) volumes along each approach were used in the modeling of the Future (2035) Conditions with and without Project scenarios. The turning movement volumes were based on patterns of existing turning movements and were derived using an iterative method that balanced the inflows and outflows for each intersection approach. Trip rates were based on the Institute of Transportation Engineers *Trip Generation Manual* (9th Edition) and applied to existing and future land uses. A comparison of the different land use scenarios provides an estimate of trips anticipated to be generated between existing and future scenarios, as shown in the appendix of the TIA (see Appendix G of this EIR).

Impact Analysis

Issue 1: Would the proposed project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Proposed Project Network

The circulation network proposed under the project includes the implementation of the Complete Streets improvements, which would occur in a phased implementation process throughout the corridor. The Complete Streets improvements would reduce the number of lanes in the Coast Highway corridor from four lanes to two lanes and would include continuous Class II striped bicycle lanes from Harbor Drive to the southern City limit, additional mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, and intersection roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation. A detailed description of the Complete Streets improvements by segment is provided in Chapter 2, Project Description, and is shown in Figures 2-5 through 2-9.

The proposed intersection roundabouts would be constructed at the following 12 intersections:

2. Coast Highway & SR 76
4. Coast Highway & Surfrider Way
5. Coast Highway & Civic Center Dr.
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Ave.
21. Coast Highway & Wisconsin Ave.
27. Coast Highway & Oceanside Blvd.
29. Coast Highway & Morse Street
35. Coast Highway & Cassidy Street
45. Coast Highway & Michigan Ave.
46. Coast Highway & West Street
47. Coast Highway & Kelly Street

Existing Conditions + Project Scenario

The Existing Conditions + Project scenario was modeled with implementation of the Complete Streets improvements and with a land use condition representative of existing land uses within the city in 2013. **Figures 3.14-3a** through **3.14-3d** illustrate the AM and PM peak-hour volumes for the 54 study intersections analyzed in the Existing Conditions + Project scenario.[3] **Table 3.14-4** summarizes the LOS and delay for both the Existing Conditions and Existing Conditions + Project scenarios for those study area intersections.

TABLE 3.14-4
EXISTING CONDITIONS + PROJECT AM AND PM PEAK-HOUR LEVELS OF SERVICE (LOS)

		Existing Conditions without Project				Existing Conditions + Project				
Intersection		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	28.0	C	Signalized	AM	31.1	C	No
			PM	51.3	D		PM	51.3	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	13.7	B	RBT	AM	3.1	A	No
			PM	37.1	D		PM	8.6	A	No
3	Surfrider Way & Pacific Street	AWSC	AM	8.5	A	AWSC	AM	8.5	A	No
			PM	11.2	B		PM	10.5	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	10.4	B	Signalized	AM	6.6	A	No
			PM	14.4	B		PM	17.0	C	No
5	Coast Highway & Civic Center Drive	Signalized	AM	13.7	B	RBT	AM	6.1	A	No
			PM	15.1	B		PM	13.3	B	No

[3] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

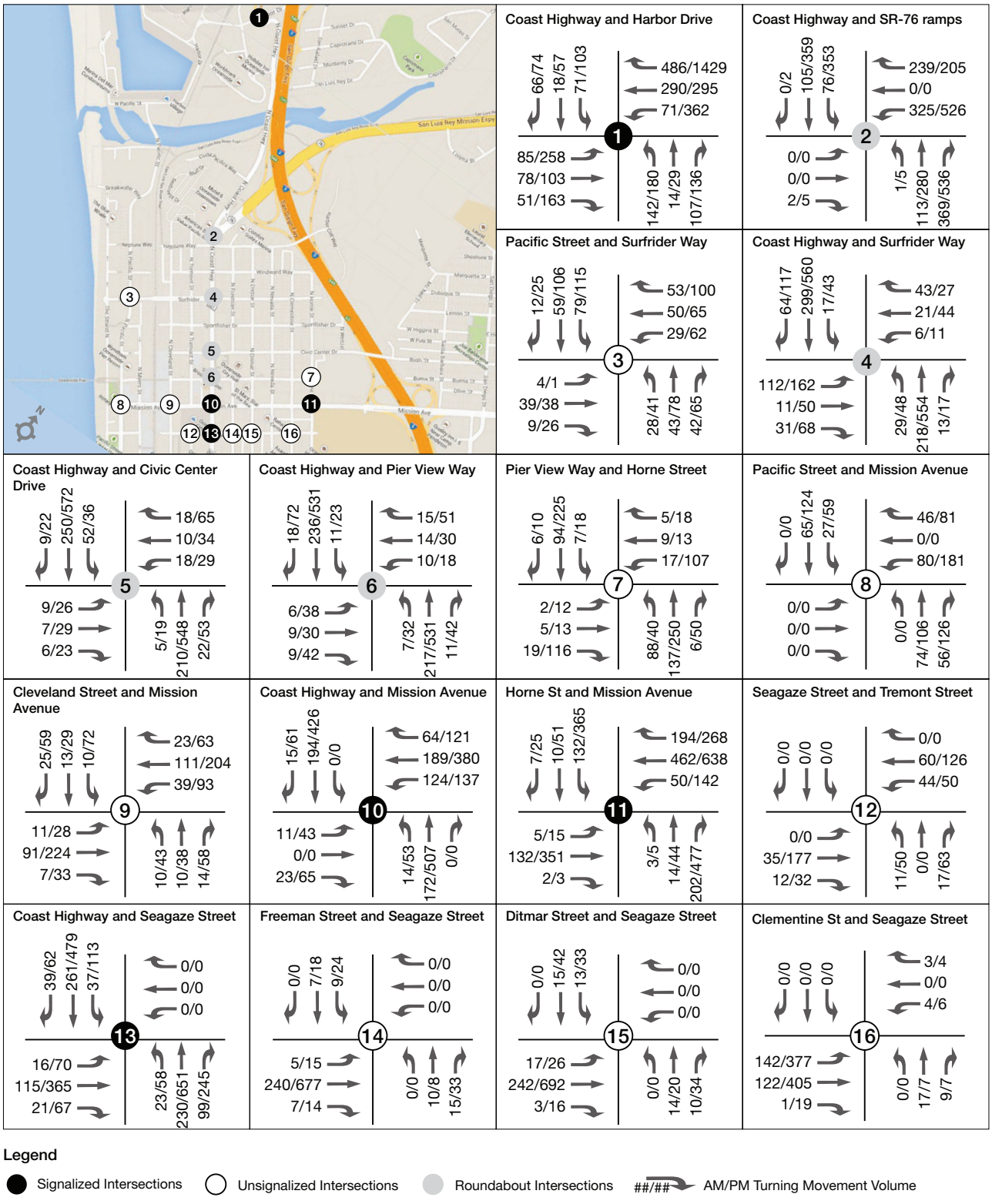
Intersection		Existing Conditions without Project				Existing Conditions + Project				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
6	Coast Highway & Pier View Way	Signalized	AM	16.8	B	RBT	AM	5.6	A	No
			PM	16.6	B		PM	12.9	B	No
7	Pier View Way & Horne Street	AWSC	AM	8.7	A	AWSC	AM	8.7	A	No
			PM	11.9	B		PM	11.9	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	7.9	A	AWSC	AM	7.9	A	No
			PM	10.1	B		PM	10.0	A	No
9	Mission Avenue & Cleveland Street	Signalized	AM	8.1	A	Signalized	AM	8.1	A	No
			PM	10.6	B		PM	10.6	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	13.1	B	Signalized	AM	8.0	A	No
			PM	13.8	B		PM	12.2	B	No
11	Mission Avenue & Horne Street	Signalized	AM	7.4	A	Signalized	AM	6.7	A	No
			PM	18.9	B		PM	17.1	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	3.3	A	SSSC	AM	9.1	A	No
			PM	11.5	B		PM	11.5	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	14.7	B	Signalized	AM	16.1	B	No
			PM	23.9	C		PM	27.3	C	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.3	A	SSSC	AM	10.3	B	No
			PM	15.6	C		PM	15.6	C	No
15	Seagaze Street & Ditmar Street	AWSC	AM	7.9	A	AWSC	AM	7.6	A	No
			PM	12.5	B		PM	12.0	B	No
16	Seagaze Street & Clementine Street	SSSC	AM	7.9	A	SSSC	AM	7.9	A	No
			PM	13.1	B		PM	8.3	A	No
17	Coast Highway & Missouri Avenue	SSSC	AM	12.0	B	SSSC	AM	10.0	A	No
			PM	23.9	C		PM	13.5	B	No
18	Coast Highway & Washington Avenue	SSSC	AM	11.3	B	RBT	AM	6.4	A	No
			PM	22.0	C		PM	13.2	B	No
19	Wisconsin Avenue & Pacific Street	AWSC	AM	8.1	A	AWSC	AM	7.8	A	No
			PM	9.8	A		PM	9.5	A	No
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.6	B	SSSC	AM	10.6	B	No
			PM	14.0	B		PM	14.0	B	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	8.9	A	RBT	AM	7.0	A	No
			PM	12.2	B		PM	22.0	C	No
22	Wisconsin Avenue & Freeman Street	SSSC	AM	9.1	A	SSSC	AM	9.1	A	No
			PM	9.7	A		PM	9.7	A	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	9.7	A	SSSC	AM	9.7	A	No
			PM	10.1	B		PM	10.1	B	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	7.5	A	AWSC	AM	7.3	A	No
			PM	7.9	A		PM	7.9	A	No
25	Oceanside Boulevard & Pacific Street	AWSC	AM	8.0	A	AWSC	AM	7.7	A	No
			PM	9.0	A		PM	8.7	A	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	10.9	B	SSSC	AM	10.9	B	No
			PM	14.7	B		PM	14.6	B	No

Intersection		Existing Conditions without Project				Existing Conditions + Project				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
27	Coast Highway & Oceanside Boulevard	Signalized	AM	29.7	C	Signalized	AM	9.9	A	No
			PM	39.7	D		**PM**	**52.1**	**F**	**Yes**
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	5.7	A	Signalized	AM	5.4	A	No
			PM	6.8	A		PM	5.9	A	No
29	Coast Highway & Morse Street	Signalized	AM	9.0	A	Signalized	AM	7.5	A	No
			PM	9.8	A		PM	20.9	C	No
30	Morse Street & Freeman Street	SSSC	AM	9.0	A	SSSC	AM	9.0	A	No
			PM	10.0	B		PM	10.0	B	No
31	Morse Street & Ditmar Street	SSSC	AM	8.8	A	SSSC	AM	8.8	A	No
			PM	9.2	A		PM	9.2	A	No
32	Cassidy Street & Pacific Street	AWSC	AM	7.7	A	AWSC	AM	7.3	A	No
			PM	9.3	A		PM	8.7	A	No
33	Cassidy Street & Broadway Street	SSSC	AM	10.3	B	SSSC	AM	10.3	B	No
			PM	14.5	B		PM	14.5	B	No
34	Cassidy Street & Tremont Street	SSSC	AM	9.9	A	SSSC	AM	9.9	A	No
			PM	12.4	B		PM	12.4	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	9.1	A	Signalized	AM	7.8	A	No
			PM	14.0	B		**PM**	**61.9**	**F**	**Yes**
36	Cassidy Street & Freeman Street	SSSC	AM	10.2	B	SSSC	AM	10.2	B	No
			PM	12.7	B		PM	12.7	B	No
37	Cassidy Street & Ditmar Street	AWSC	AM	8.1	A	AWSC	AM	7.9	A	No
			PM	9.5	A		PM	9.0	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.3	A	AWSC	AM	8.9	A	No
			PM	13.2	B		PM	12.0	B	No
39	Vista Way & Broadway Street	SSSC	AM	7.4	A	SSSC	AM	7.4	A	No
			PM	7.6	A		PM	7.6	A	No
40	Coast Highway & Vista Way	Signalized	AM	22.7	C	Signalized	AM	24.2	C	No
			PM	37.0	D		PM	46.4	D	No
41	Vista Way & Freeman Street	SSSC	AM	12.2	B	SSSC	AM	12.2	B	No
			PM	15.3	C		PM	15.3	C	No
42	Vista Way & Ditmar Street	SSSC	AM	13.0	B	SSSC	AM	13.0	B	No
			PM	18.7	C		PM	18.7	C	No
43	Vista Way & Stewart Street	SSSC	AM	12.3	B	SSSC	AM	12.3	B	No
			PM	17.4	C		PM	17.4	C	No
44	Coast Highway & Eaton Street	SSSC	AM	12.8	B	SSSC	AM	12.0	B	No
			PM	14.3	B		PM	16.5	C	No
45	Coast Highway & Michigan Avenue	Signalized	AM	7.3	A	RBT	AM	6.7	A	No
			PM	9.0	A		PM	22.5	C	No
46	Coast Highway & West Street	SSSC	AM	--	--	RBT	AM	--	--	--
			PM	--	--		PM	--	--	--
47	Coast Highway & Kelly Street	SSSC	AM	--	--	SSSC	AM	--	--	--
			PM	--	--		PM	--	--	--

	Intersection	Existing Conditions without Project				Existing Conditions + Project				Impact
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	
Caltrans Intersections										
48	Harbor/Vandergrift Blvd & I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	17.6	B	Signalized	AM	17.6	B	No
			PM	22.7	C		PM	22.7	C	No
49	SR 76 & I-5 SB On-Ramp	Signalized	AM	8.9	A	Signalized	AM	8.9	A	No
			PM	6.9	A		PM	6.9	A	No
50	SR 76 & I-5 NB On-/Off-Ramp	Signalized	AM	21	C	Signalized	AM	21.0	C	No
			PM	25.5	C		PM	25.5	C	No
51	Mission & I-5 SB Off-Ramp	Signalized	AM	23.0	C	Signalized	AM	23.0	C	No
			PM	35.0	C		PM	35.0	C	No
52	Oceanside & I-5 SB On-/Off-Ramp	Signalized	AM	46.6	D	Signalized	AM	46.6	D	No
			PM	43.3	D		PM	43.3	D	No
53	Oceanside & I-5 NB On-/Off-Ramp	Signalized	AM	34.2	C	Signalized	AM	34.2	C	No
			PM	39.2	D		PM	39.2	D	No
54	California & I-5 NB On-Ramp	AWSC	AM	8.9	A	AWSC	AM	8.9	A	No
			PM	8.7	A		PM	8.7	A	No
55	Cassidy & I-5 SB On-/Off-Ramp	SSSC	AM	11	B	SSSC	AM	11.0	B	No
			PM	11.2	B		PM	11.2	B	No
56	Vista Way & I-5 SB On-/Off-Ramp	Signalized	AM	50	D	Signalized	AM	50.0	D	No
			PM	174.2	F		PM	174.2	F	No

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. RBT – Roundabout
F. The minimum acceptable LOS is “D” for intersections 1-47
G. For intersections 48 through 56, Caltrans has established significance thresholds for intersections during the peak hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project’s contribution to be significant.
H. Existing volumes not available for intersections 46 and 47

SOURCE: IBI 2018.

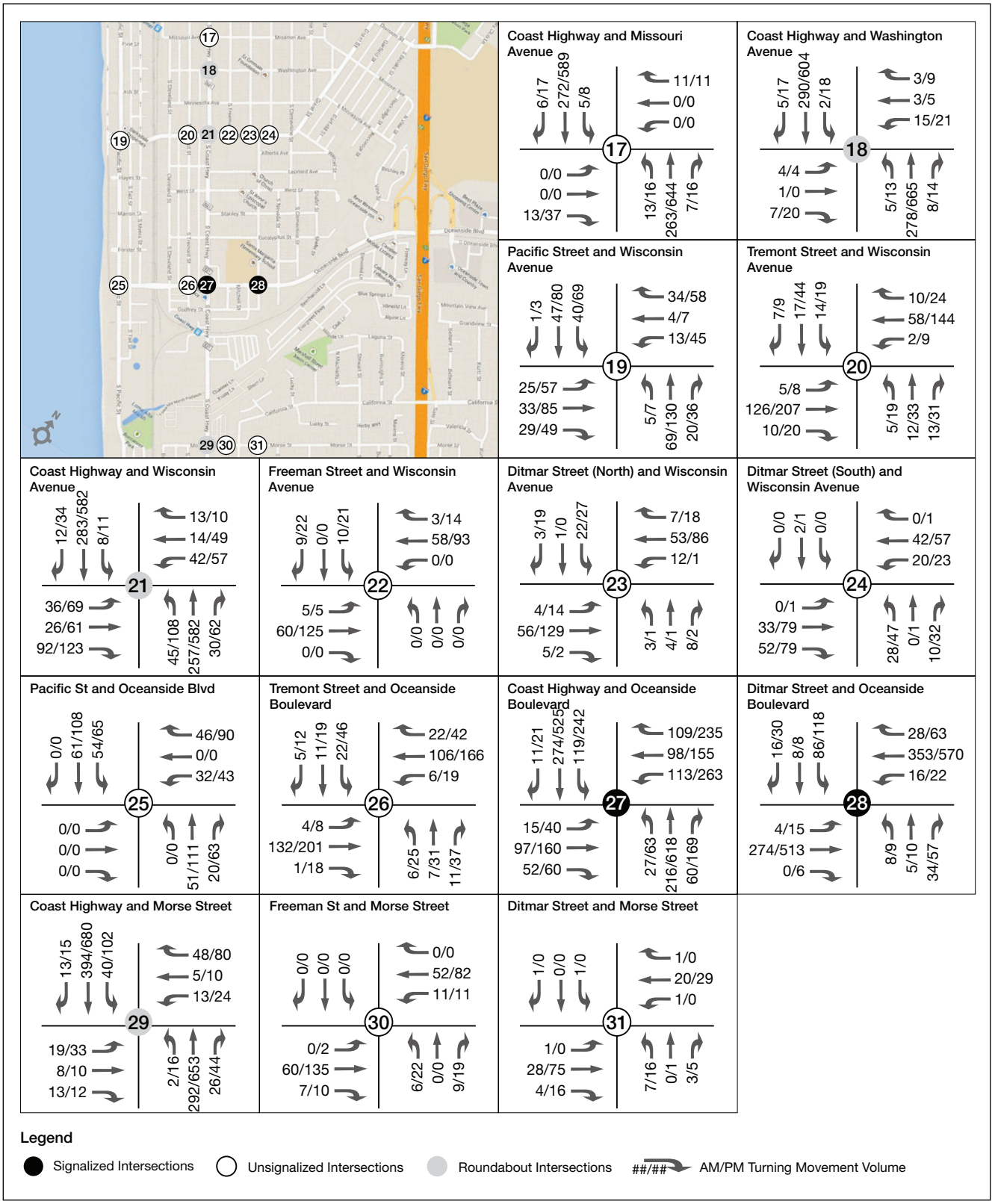


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 3.14-3a

Existing Conditions + Project Peak Hour Volumes – AM & PM

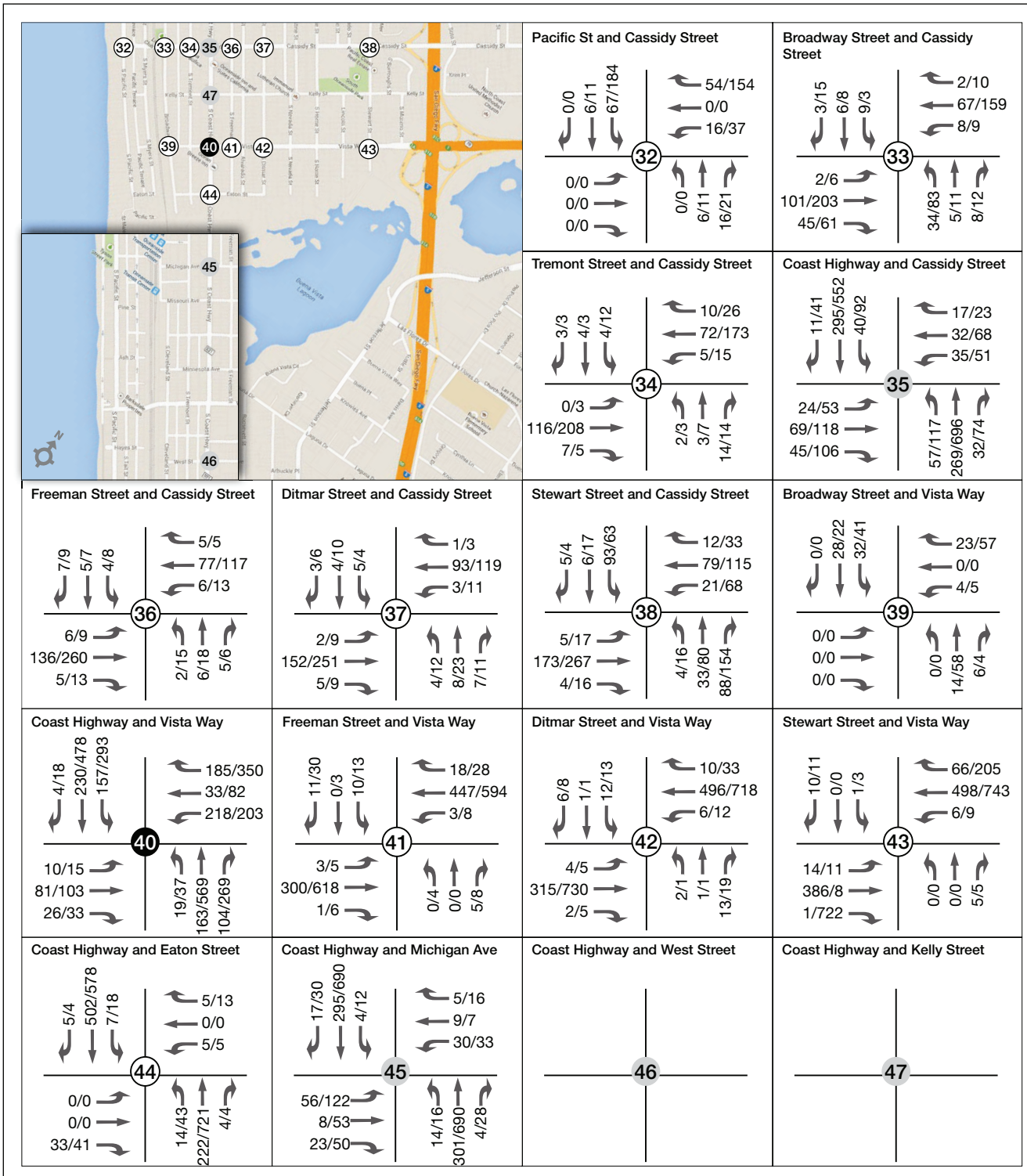


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-3b

Existing Conditions + Project Peak Hour Volumes – AM & PM

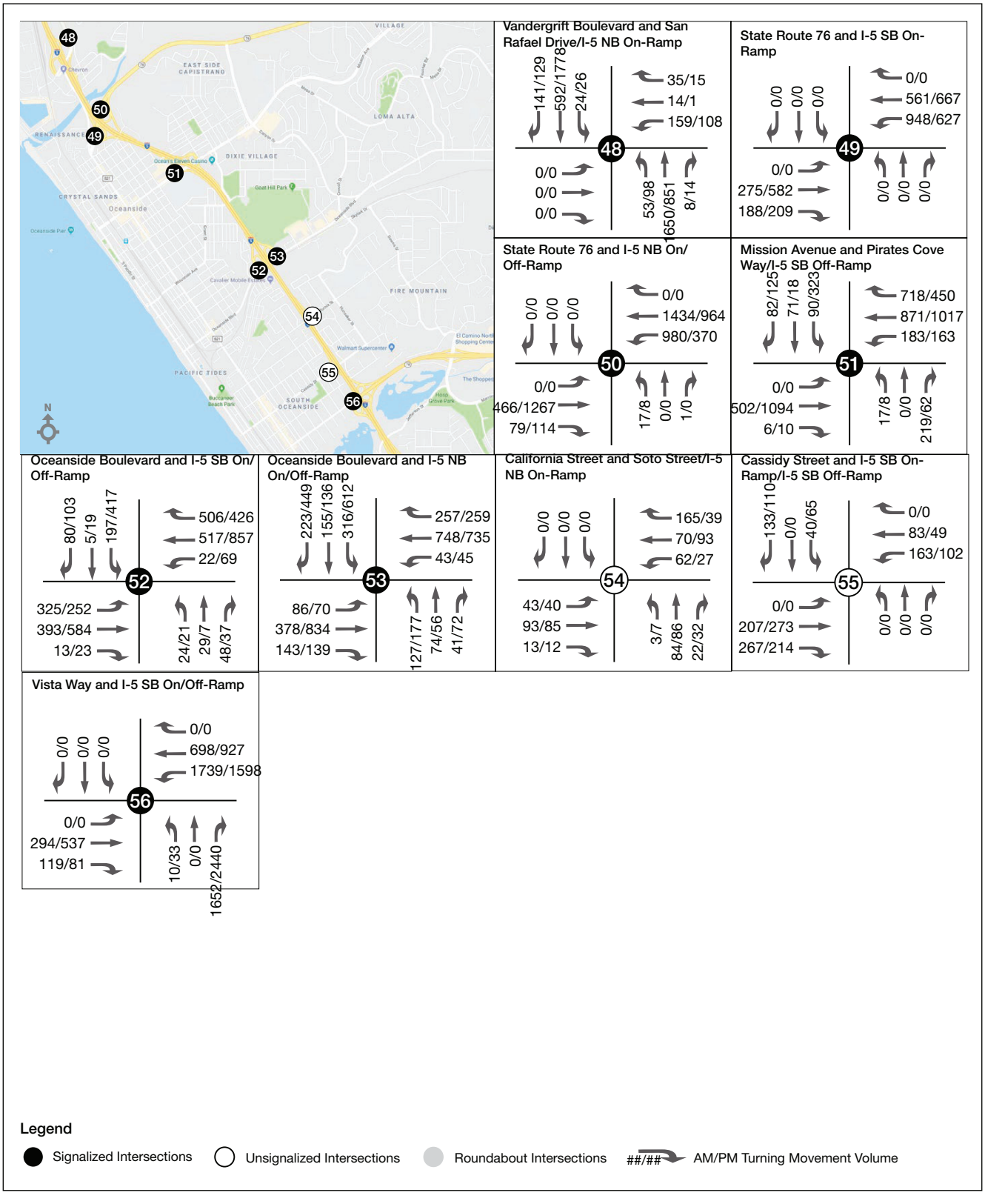


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 3.14-3c

Existing Conditions + Project Peak Hour Volumes – AM & PM



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 3.14-3d

Existing Conditions + Project Peak Hour Volumes – AM & PM

As shown in Table 3.14-4, implementation of the Complete Streets improvements would result in an unacceptable LOS (LOS E or LOS F) at two study intersections, both of which are locations where roundabouts would be installed:

27. Coast Highway & Oceanside Boulevard – LOS F during PM peak-hour

35. Coast Highway & Cassidy Street – LOS F during PM peak-hour

Thus, a potentially significant impact would occur at these two study intersections under the Existing Conditions + Project scenario.

Future Conditions without Project Scenario

As stated above, the Future Conditions without Project scenario was modeled using the existing configuration of Coast Highway (four lanes) and the future year 2035 land use condition under the City's General Plan based on the SANDAG forecast model land use assumptions. **Figures 3.14-4a** through **3.14-4d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions without Project scenario. **Table 3.14-5** summarizes the LOS and forecasted delay for the Future Conditions without Project scenario at the study area intersections.

TABLE 3.14-5
FUTURE CONDITIONS WITHOUT PROJECT AM AND PM PEAK-HOUR LEVELS OF SERVICE (LOS)

	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS
City of Oceanside Intersections						
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	31.1	C	**68.9**	**E**
2	Coast Highway & SR 76 Ramps	Signalized	12.7	B	25.6	C
3	Surfrider Way & Pacific Street	AWSC	10.4	B	19.5	C
4	Coast Highway & Surfrider Way	Signalized	16.4	B	17.1	B
5	Coast Highway & Civic Center Drive	Signalized	13.2	B	15.6	B
6	Coast Highway & Pier View Way	Signalized	19.2	B	8.7	A
7	Pier View Way & Horne Street	AWSC	9.4	A	17.6	C
8	Mission Avenue & Pacific Street	AWSC	9.5	A	19.4	C
9	Mission Avenue & Cleveland Street	Signalized	18.8	B	17.7	B
10	Coast Highway & Mission Avenue	Signalized	12	B	12.8	B
11	Mission Avenue & Horne Street	Signalized	6.9	A	10.7	B
12	Seagaze Street & Tremont Street	SSSC	9.8	A	17.1	C
13	Coast Highway & Seagaze Street	Signalized	15.8	B	22.7	C
14	Seagaze Street & Freeman Street	SSSC	10.1	B	15	B
15	Seagaze Street & Ditmar Street	AWSC	8.6	A	30.2	D
16	Seagaze Street & Clementine Street	SSSC	8.3	A	17.7	C
17	Coast Highway & Missouri Avenue	SSSC	10.8	B	15.7	C
18	Coast Highway & Washington Avenue	SSSC	9.9	A	13.8	B

Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS
19	Wisconsin Avenue & Pacific Street	AWSC	10.1	B	**51.3**	**F**
20	Wisconsin Avenue & Tremont Street	SSSC	10.8	B	14.9	B
21	Coast Highway & Wisconsin Avenue	Signalized	14.5	B	24.5	C
22	Wisconsin Avenue & Freeman Street	SSSC	11.5	B	19.4	C
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	13.2	B	17.9	C
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	9.5	A	23.7	C
25	Oceanside Boulevard & Pacific Street	AWSC	9.1	A	12.1	B
26	Oceanside Boulevard & Tremont Street	SSSC	14.3	B	**91**	**F**
27	Coast Highway & Oceanside Boulevard	Signalized	26.2	C	32.1	C
28	Oceanside Boulevard & Ditmar Street	Signalized	14.9	B	15.3	B
29	Coast Highway & Morse Street	Signalized	19.6	B	22.9	C
30	Morse Street & Freeman Street	SSSC	12.9	B	**112.9**	**F**
31	Morse Street & Ditmar Street	SSSC	9.5	A	11.5	B
32	Cassidy Street & Pacific Street	AWSC	8.6	A	16.8	C
33	Cassidy Street & Broadway Street	SSSC	16	C	**397.4**	**F**
34	Cassidy Street & Tremont Street	SSSC	10.1	B	13.1	B
35	Coast Highway & Cassidy Street	Signalized	18.5	B	20	C
36	Cassidy Street & Freeman Street	SSSC	21.4	C	**OVF**	**F**
37	Cassidy Street & Ditmar Street	AWSC	7.6	A	8.6	A
38	Cassidy Street & Stewart Street	AWSC	9.2	A	13.8	B
39	Vista Way & Broadway Street	SSSC	8.5	A	9.4	A
40	Coast Highway & Vista Way	Signalized	32.8	C	**78.9**	**E**
41	Vista Way & Freeman Street	SSSC	34	D	**OVF**	**F**
42	Vista Way & Ditmar Street	SSSC	26.2	D	**294.2**	**F**
43	Vista Way & Stewart Street	SSSC	22	C	**69.1**	**F**
44	Coast Highway & Eaton Street	SSSC	14.9	B	17.4	C
45	Coast Highway & Michigan Avenue	Signalized	4.7	A	5.4	A
46	Coast Highway & West Street	SSSC	9.6	A	11.2	B
47	Coast Highway & Kelly Street	SSSC	10	B	12.7	B
Caltrans Intersections						
48	Harbor/Vandegrift Blvd & I-5 NB On Ramp/San Rafael Drive	Signalized	15	B	37.4	D
49	SR 76 & I-5 SB On-Ramp	Signalized	4.8	A	4.4	A
50	SR 76 & I-5 NB On-/Off-Ramp	Signalized	17.1	B	27.3	C
51	Mission & I-5 SB Off-Ramp	Signalized	16.3	B	23.5	C
52	Oceanside & I-5 SB On-/Off-Ramp	Signalized	28.3	C	34.9	C
53	Oceanside & I-5 NB On-/Off-Ramp	Signalized	35.7	D	42.8	D
54	California & I-5 NB On-Ramp	AWSC	8.3	A	8.2	A
55	Cassidy & I-5 SB On-/Off-Ramp	SSSC	9.3	A	9.5	A
56	Vista Way & I-5 SB On-/Off-Ramp	Signalized	25.8	C	**88**	**F**

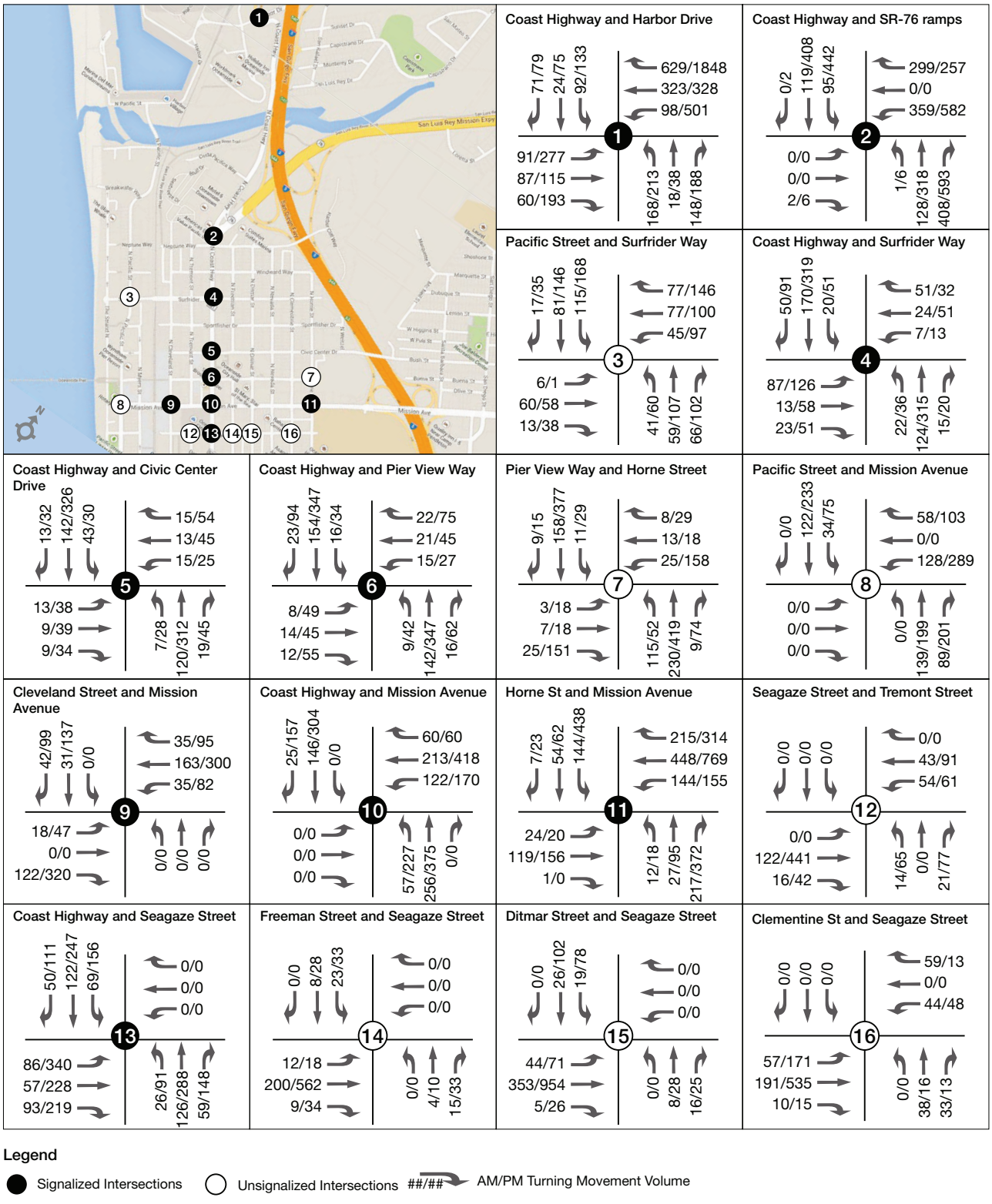
Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. OVF – Overflow, Synchro is unable to calculate a level of delay
F. RBT – Roundabout
G. The minimum acceptable LOS is "D" for intersections 1-47
H. The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

As shown in Table 3.14-5, all study intersections would operation at an acceptable LOS under the Future (2035) Conditions without Project scenario, with the exception of the following 11 intersections, which would operate at an unacceptable LOS:

1. Coast Highway & Harbor Drive / I-5 Ramps – LOS E during PM peak-hour
19. Wisconsin Avenue & Pacific Street – LOS F during PM peak-hour
26. Oceanside Boulevard & Tremont Street – LOS F during PM peak-hour
30. Morse Street & Freeman Street – LOS F during PM peak-hour
33. Cassidy Street & Broadway Street – LOS F during PM peak-hour
36. Cassidy Street & Freeman Street – LOS F during PM peak-hour
40. Coast Highway & Vista Way – LOS E during PM peak-hour
41. Vista Way & Freeman Street – LOS F during PM peak-hour
42. Vista Way & Ditmar Street – LOS F during PM peak-hour
43. Vista Way & Stewart Street – LOS F during PM peak-hour
56. Vista Way & I-5 SB On-/Off-Ramp – LOS F during PM peak-hour

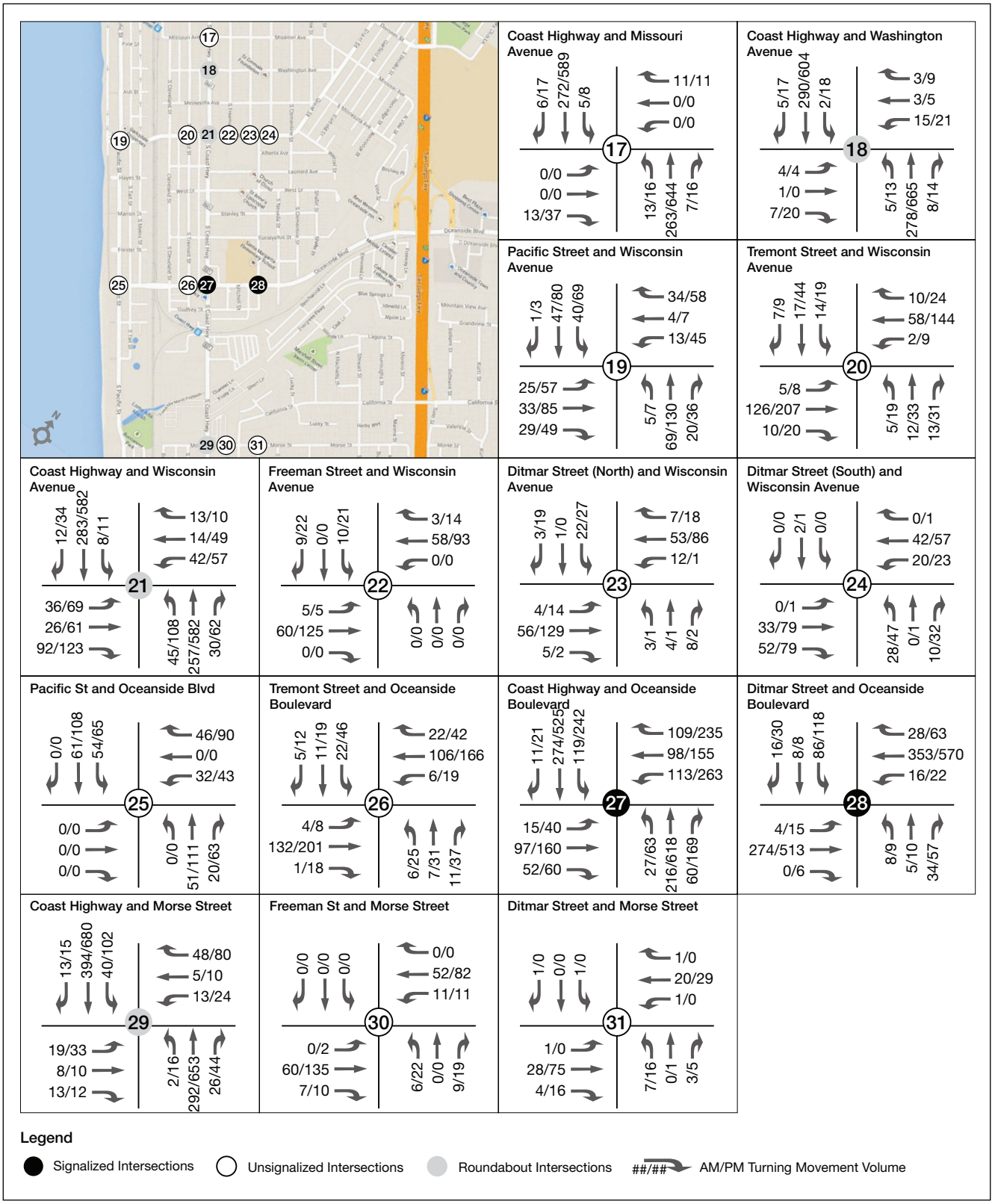


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-4a

Future Conditions without Project Peak Hour Volumes – AM & PM

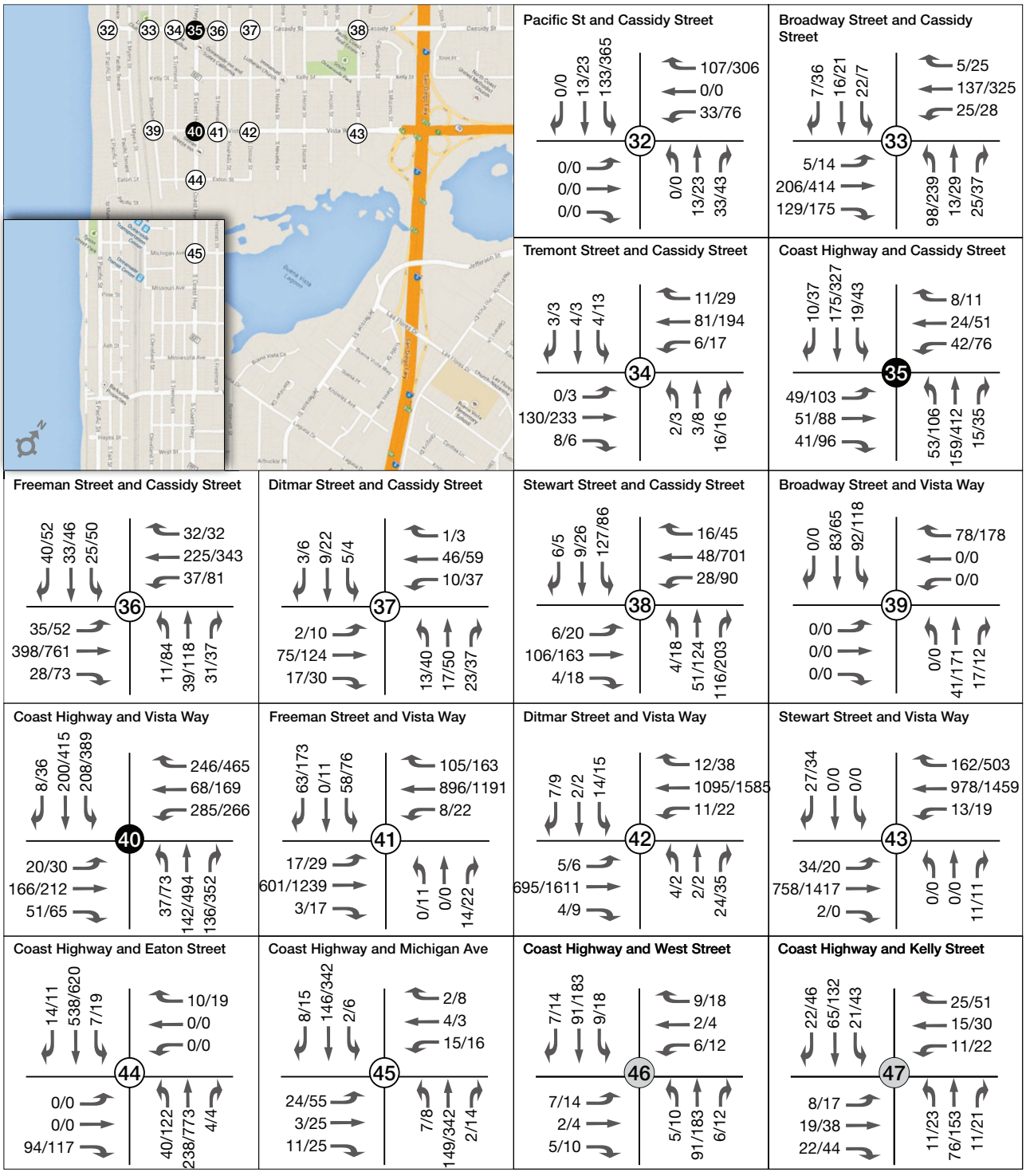


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-4b

Future Conditions without Project Peak Hour Volumes – AM & PM

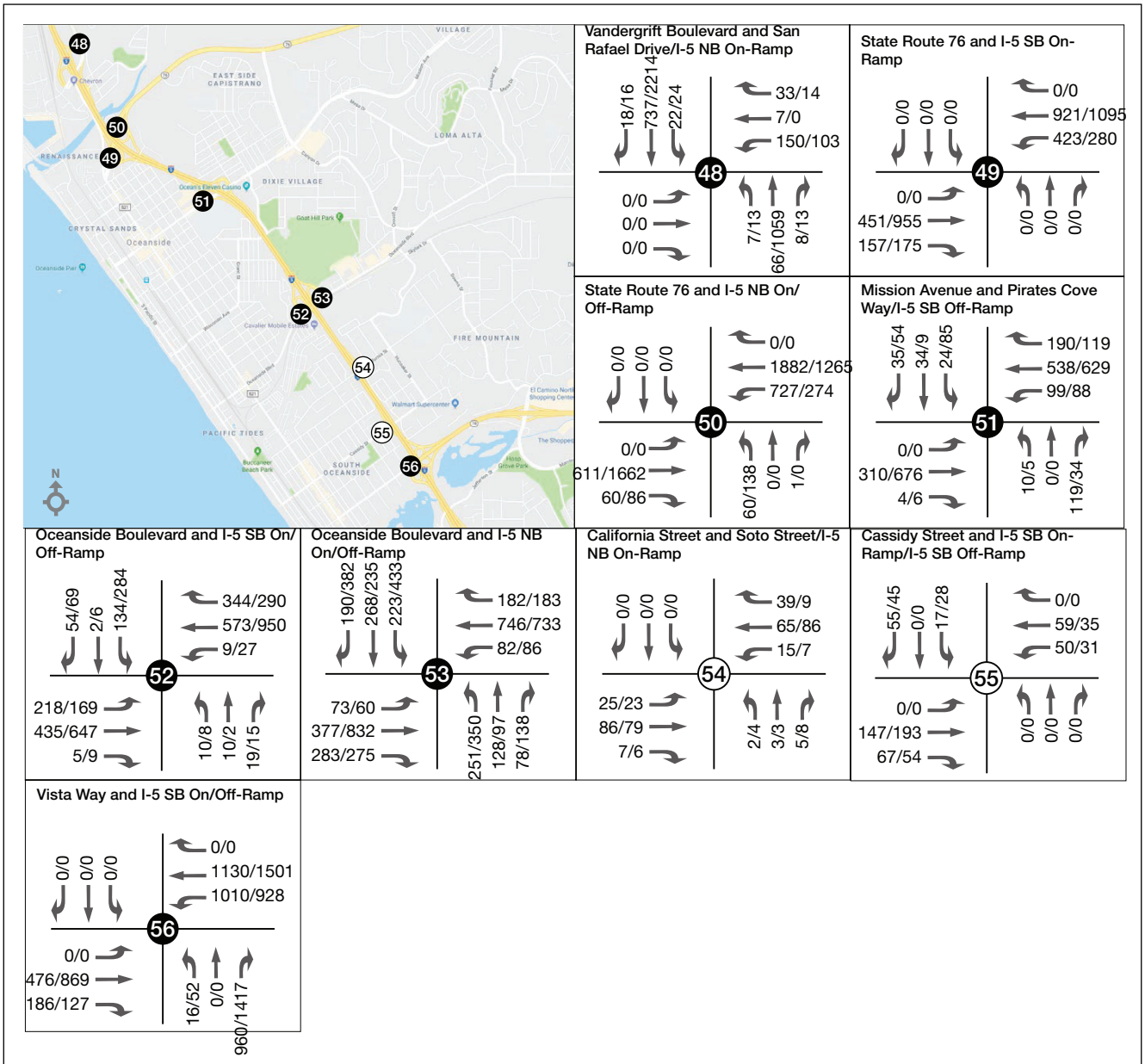


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-4c

Future Conditions without Project Peak Hour Volumes – AM & PM



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 3.14-4d

Future Conditions without Project Peak Hour Volumes – AM & PM

Future Conditions + Project Scenario

The Future Conditions + Project scenario was modeled using the proposed reconfiguration of Coast Highway with implementation of the Complete Streets improvements and the future Incentive District land use condition, which accounts for development and/or redevelopment that may occur under the Incentive District. **Figures 3.14-5a** through **3.14-5d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions + Project scenario. **Table 3.14-6** summarizes the LOS and delay for both the Future Conditions with and without Project scenarios at the study area intersections. As stated above, the City has established a minimum acceptable LOS of LOS D for intersections during peak-hour operations (i.e., LOS E or LOS F are unacceptable service levels), which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established significance thresholds for intersections during the peak hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

TABLE 3.14-6
FUTURE CONDITIONS + PROJECT AM AND PM PEAK-HOUR LEVELS OF SERVICE (LOS)

		Future Conditions without Project				Future Conditions + Project				
Intersection		**Traffic Control**	**Peak Hour**	**Delay (s)**	**LOS**	**Traffic Control**	**Peak Hour**	**Delay (s)**	**LOS**	**Impact**
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	31.1	C	Signalized	AM	29.8	C	No
			PM	68.9	E		PM	53.7	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	12.7	B	RBT	AM	3.0	A	No
			PM	25.6	C		PM	17.8	C	No
3	Surfrider Way & Pacific Street	AWSC	AM	10.4	B	AWSC	AM	9.7	A	No
			PM	19.5	C		PM	14.6	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	16.4	B	RBT	AM	5.8	A	No
			PM	17.1	B		**PM**	**71**	**F**	**Yes**
5	Coast Highway & Civic Center Drive	Signalized	AM	13.2	B	RBT	AM	7.3	A	No
			PM	15.6	B		PM	30.6	D	No
6	Coast Highway & Pier View Way	Signalized	AM	19.2	B	RBT	AM	7.1	A	No
			PM	8.7	A		**PM**	**46.4**	**E**	**Yes**
7	Pier View Way & Horne Street	AWSC	AM	9.4	A	AWSC	AM	8.9	A	No
			PM	17.6	C		PM	11.9	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	9.5	A	AWSC	AM	9.3	A	No
			PM	19.4	C		PM	17.6	C	No
9	Mission Avenue & Cleveland Street	Signalized	AM	18.8	B	Signalized	AM	13.0	B	No
			PM	17.7	B		PM	14.8	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	12.0	B	Signalized	AM	15.2	B	No
			PM	12.8	B		PM	30.6	C	No

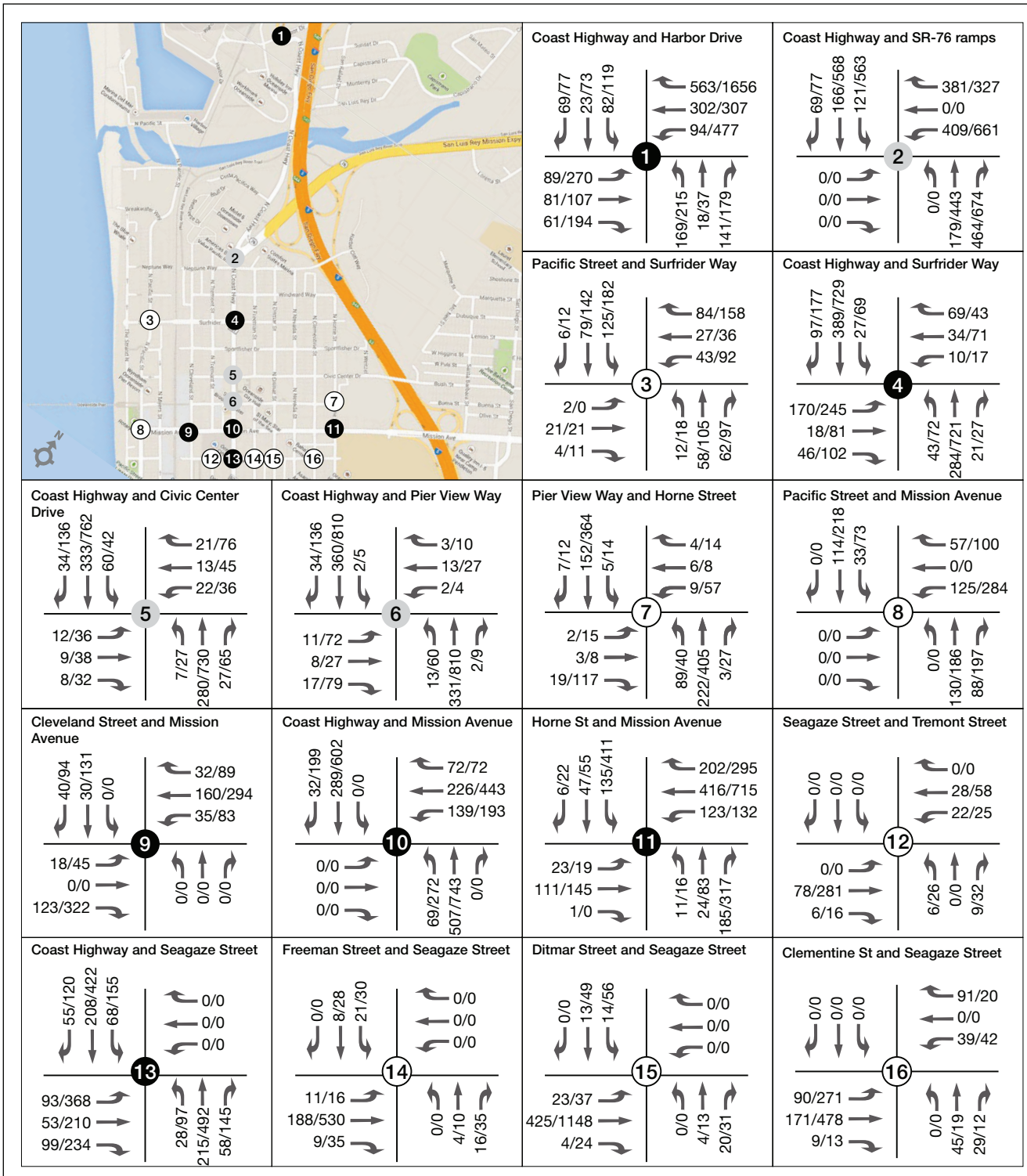
Intersection		Future Conditions without Project				Future Conditions + Project				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
11	Mission Avenue & Horne Street	Signalized	AM	6.9	A	Signalized	AM	13.3	B	No
			PM	10.7	B		PM	12.8	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	9.8	A	SSSC	AM	9.1	A	No
			PM	17.1	C		PM	11.2	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	15.8	B	Signalized	AM	13.1	B	No
			PM	22.7	C		PM	16.7	B	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.1	B	SSSC	AM	10.0	B	No
			PM	15.0	B		PM	14.4	B	No
15	Seagaze Street & Ditmar Street	AWSC	AM	8.6	A	AWSC	AM	8.7	A	No
			PM	30.2	D		**PM**	**38**	**E**	**Yes**
16	Seagaze Street & Clementine Street	SSSC	AM	8.3	A	SSSC	AM	8.2	A	No
			PM	17.7	C		PM	14.3	B	No
17	Coast Highway & Missouri Avenue	SSSC	AM	10.8	B	SSSC	AM	10.0	A	No
			PM	15.7	C		PM	13.3	B	No
18	Coast Highway & Washington Avenue	SSSC	AM	9.9	A	RBT	AM	5.9	A	No
			PM	13.8	B		PM	12.9	B	No
19	Wisconsin Avenue & Pacific Street	AWSC	AM	10.1	B	AWSC	AM	9.7	A	No
			PM	51.3	F		PM	20.4	C	No
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.8	B	SSSC	AM	12.7	B	No
			PM	14.9	B		PM	30.8	D	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	14.5	B	RBT	AM	8.5	A	No
			PM	24.5	C		**PM**	**57.8**	**F**	**Yes**
22	Wisconsin Avenue & Freeman Street	SSSC	AM	11.5	B	SSSC	AM	10.9	B	No
			PM	19.4	C		PM	14.9	B	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	13.2	B	SSSC	AM	13.1	B	No
			PM	17.9	C		PM	17.9	C	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	9.5	A	AWSC	AM	9.7	A	No
			PM	23.7	C		PM	26.5	D	No
25	Oceanside Boulevard & Pacific Street	AWSC	AM	9.1	A	AWSC	AM	9.2	A	No
			PM	12.1	B		PM	12.6	B	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	14.3	B	SSSC	AM	13.9	B	No
			PM	91	F		PM	42.1	E	No
27	Coast Highway & Oceanside Boulevard	Signalized	AM	26.2	C	RBT	AM	11.2	B	No
			PM	32.1	C		**PM**	**254**	**F**	**Yes**
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	14.9	B	Signalized	AM	15.3	B	No
			PM	15.3	B		PM	16.5	B	No
29	Coast Highway & Morse Street	Signalized	AM	19.6	B	Signalized	AM	10.8	B	No
			PM	22.9	C		**PM**	**134.8**	**F**	**Yes**

Intersection		Future Conditions without Project				Future Conditions + Project				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
30	Morse Street & Freeman Street	SSSC	AM	12.9	B	SSSC	AM	10.5	B	No
			PM	112.9	F		PM	16.8	C	No
31	Morse Street & Ditmar Street	SSSC	AM	9.5	A	SSSC	AM	9.3	A	No
			PM	11.5	B		PM	10.9	B	No
32	Cassidy Street & Pacific Street	AWSC	AM	8.6	A	AWSC	AM	8.6	A	No
			PM	16.8	C		PM	17	C	No
33	Cassidy Street & Broadway Street	SSSC	AM	16.0	C	SSSC	AM	11.6	B	No
			PM	397.4	F		PM	26.5	D	No
34	Cassidy Street & Tremont Street	SSSC	AM	10.1	B	SSSC	AM	10.3	B	No
			PM	13.1	B		PM	12.7	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	18.5	B	RBT	AM	9.4	A	No
			PM	20.0	C		**PM**	**166.3**	**F**	**Yes**
36	Cassidy Street & Freeman Street	SSSC	AM	21.4	C	SSSC	AM	11.0	B	No
			PM	OVF	F		PM	26.1	D	No
37	Cassidy Street & Ditmar Street	AWSC	AM	7.6	A	AWSC	AM	7.5	A	No
			PM	8.6	A		PM	8.5	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.2	A	AWSC	AM	8.9	A	No
			PM	13.8	B		PM	12.4	B	No
39	Vista Way & Broadway Street	SSSC	AM	8.5	A	SSSC	AM	8.0	A	No
			PM	9.4	A		PM	8.4	A	No
40	Coast Highway & Vista Way	Signalized	AM	32.8	C	Signalized	AM	35.5	D	No
			PM	78.9	E		PM	66.3	E	No
41	Vista Way & Freeman Street	SSSC	AM	34	D	SSSC	AM	16.8	C	No
			PM	OVF	F		PM	49.4	E	No
42	Vista Way & Ditmar Street	SSSC	AM	26.2	D	SSSC	AM	25.2	D	No
			PM	294.2	F		**PM**	**OVF**	**F**	**Yes**
43	Vista Way & Stewart Street	SSSC	AM	22	C	SSSC	AM	22.1	C	No
			PM	69.1	F		PM	66.8	F	No
44	Coast Highway & Eaton Street	SSSC	AM	14.9	B	SSSC	AM	16.3	C	No
			PM	17.4	C		PM	33.5	D	No
45	Coast Highway & Michigan Avenue	Signalized	AM	4.7	A	RBT	AM	6.4	A	No
			PM	5.4	A		PM	19.4	C	No
46	Coast Highway & West Street	SSSC	AM	9.6	A	RBT	AM	4.9	A	No
			PM	11.2	B		PM	7.3	A	No
47	Coast Highway & Kelly Street	SSSC	AM	10.0	B	RBT	AM	5.6	A	No
			PM	12.7	B		PM	10.2	B	No

Intersection		Future Conditions without Project				Future Conditions + Project				Impact
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	
Caltrans Intersections										
48	Harbor/Vandergrift Blvd & I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	15.0	B	Signalized	AM	16.6	B	No
			PM	37.4	D		PM	45.6	D	No
49	SR 76 & I-5 SB On-Ramp	Signalized	AM	4.8	A	Signalized	AM	4.9	A	No
			PM	4.4	A		PM	4.7	A	No
50	SR 76 & I-5 NB On-/Off-Ramp	Signalized	AM	17.1	B	Signalized	AM	18.4	B	No
			PM	27.3	C		PM	30.9	C	No
51	Mission Ave & I-5 SB Off-Ramp	Signalized	AM	16.3	B	Signalized	AM	17.2	B	No
			PM	23.5	C		PM	23.1	C	No
52	Oceanside - I-5 SB On-/Off-Ramp	Signalized	AM	28.3	C	Signalized	**AM**	**38.2**	**D**	**Yes**
			PM	34.9	C		**PM**	**46.0**	**D**	**Yes**
53	Oceanside & I-5 NB On-/Off-Ramp	Signalized	AM	35.7	D	Signalized	AM	36.4	D	No
			PM	42.8	D		PM	47.3	D	No
54	California & I-5 NB On-Ramp	AWSC	AM	8.3	A	AWSC	AM	8.0	A	No
			PM	8.2	A		PM	8.1	A	No
55	Cassidy & I-5 SB On-/Off-Ramp	SSSC	AM	9.3	A	SSSC	AM	9.3	A	No
			PM	9.5	A		PM	9.5	A	No
56	Vista Way - I-5 SB On-/Off Ramp	Signalized	AM	25.8	C	Signalized	AM	32.7	C	No
			PM	88	F		**PM**	**89.9**	**F**	**Yes**

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. OVF – Overflow, Synchro is unable to calculate a level of delay
F. RBT – Roundabout
G. The minimum acceptable LOS is "D" for intersections 1-47
H. For intersections 48 through 56, Caltrans has established significance thresholds for intersections during the peak hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

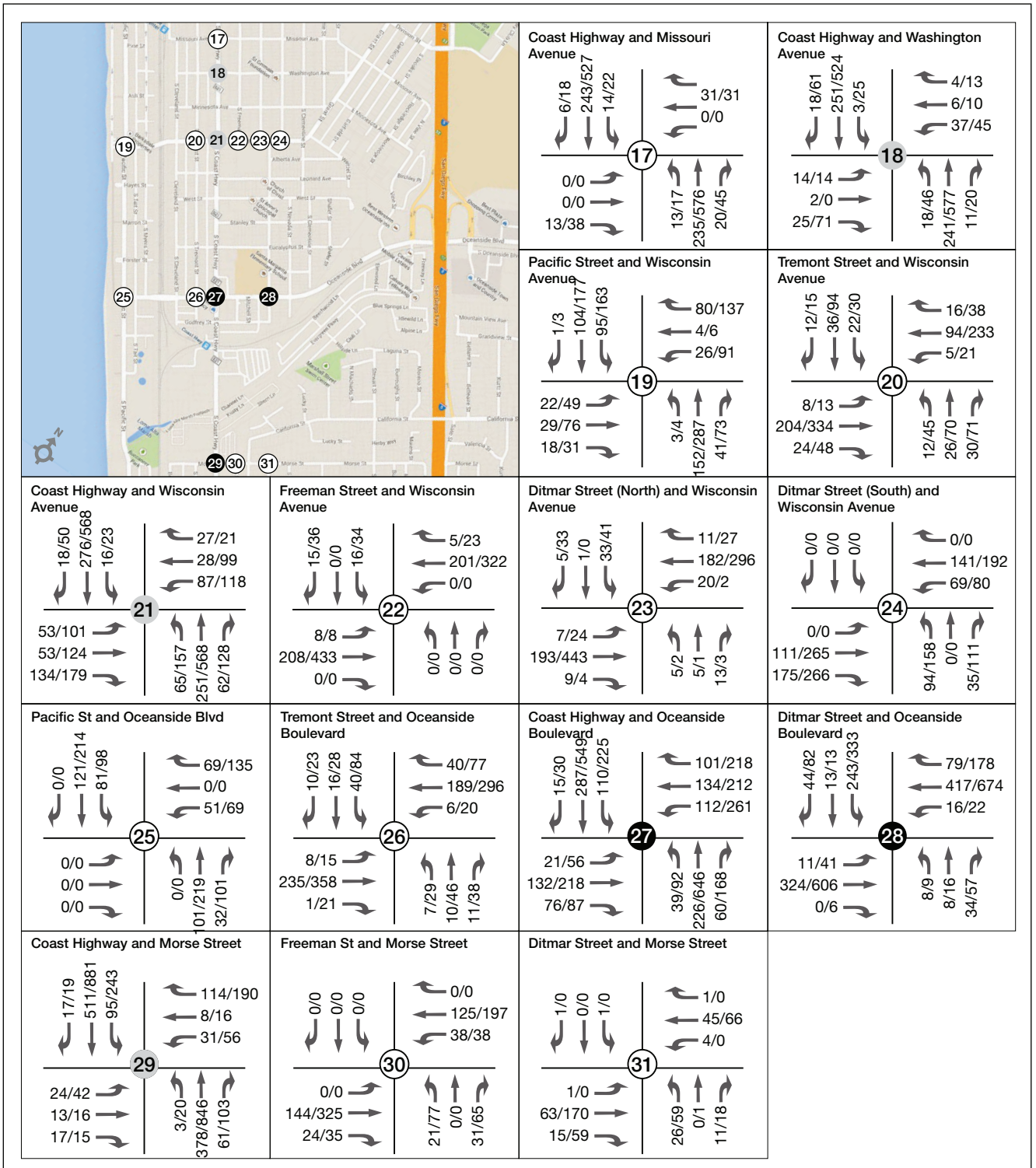


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-5a

Future Conditions + Project Peak Hour Volumes – AM & PM

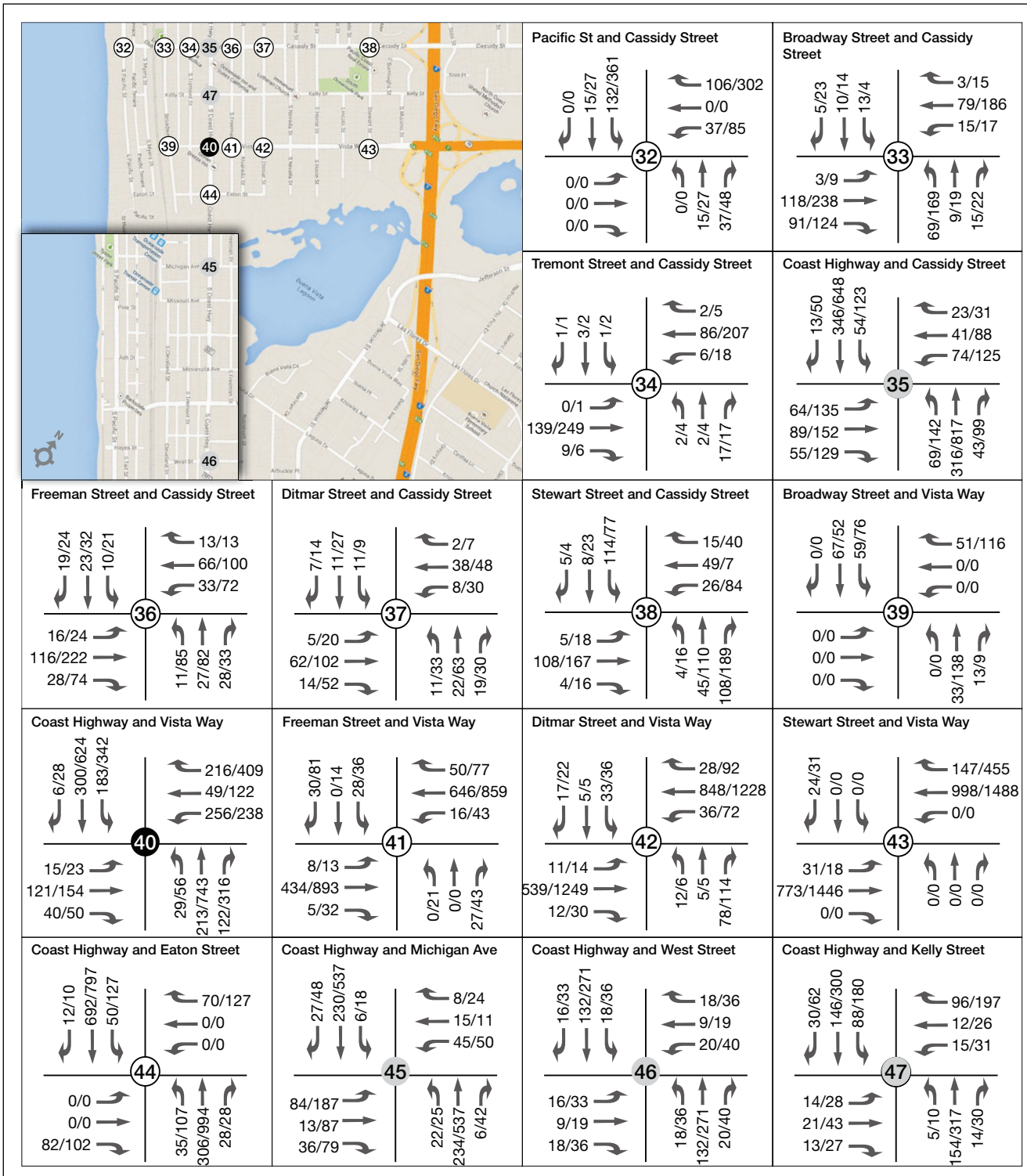


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-5b

Future Conditions + Project Peak Hour Volumes – AM & PM

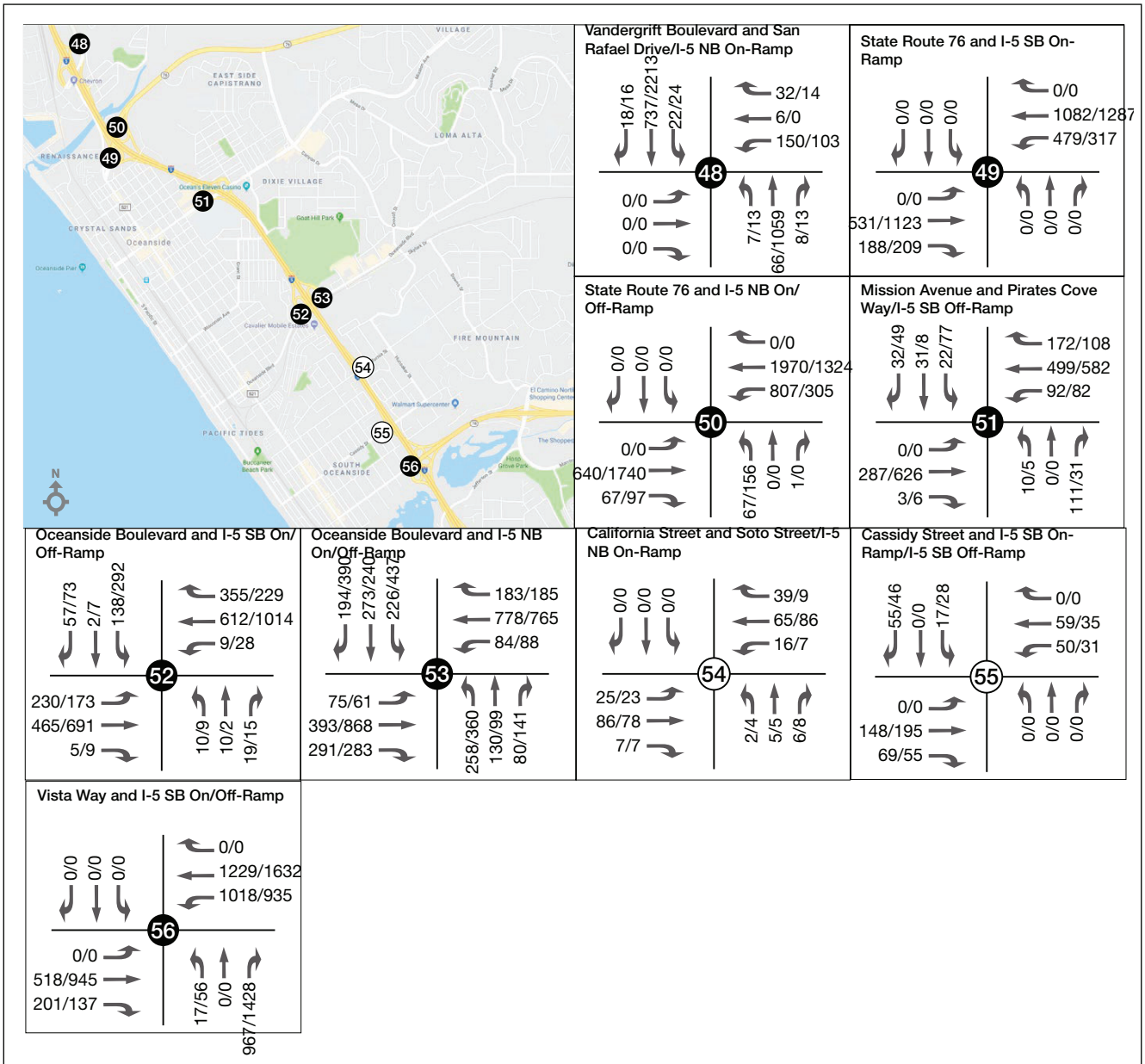


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-5c

Future Conditions + Project Peak Hour Volumes – AM & PM



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 3.14-5d

Future Conditions + Project Peak Hour Volumes – AM & PM

As shown in Table 3.14-6, 46 of the 56 study intersections would operate at an acceptable LOS with implementation of the proposed project in the Future Conditions + Project scenario. The following ten study intersections would operate deficiently based on the applicable threshold stated above under the Future Conditions + Project scenario.

4. Coast Highway & Surfrider Way – LOS F during PM peak-hours
6. Coast Highway & Pier View Way – LOS E during PM peak-hours
15. Seagaze Street & Ditmar Street – LOS E during PM peak-hours
21. Coast Highway & Wisconsin Boulevard – LOS F during PM peak-hours
27. Coast Highway & Oceanside Boulevard – LOS F during PM peak-hours
29. Coast Highway & Morse Street – LOS F during PM peak-hours
35. Coast Highway & Cassidy Street – LOS F during PM peak-hours
42. Vista Way & Ditmar Street – LOS F during PM peak-hours
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps – LOS D during AM and PM peak-hours
56. Vista Way & I-5 Southbound On-/Off-Ramps – LOS F during PM peak-hours

Roadway Segment Analysis

A roadway segment analysis, consistent with the City of Oceanside's Traffic Study Guidelines, is provided in the Appendix A of the TIA (located in Appendix G of this EIR). The roadway segment analysis includes analysis of existing and forecasted Average Daily Traffic (ADT) traffic volumes for various road segments located throughout the traffic study area. A peak-hour roadway segment LOS analysis was also completed for the same roadway segment locations. The City's Circulation Element requires that if a roadway is calculated to operate at LOS E on an average daily basis, then an arterial peak-hour analysis should be performed following the most recent version of the HCM methodology. The peak-hour roadway segment analysis, together with the daily analysis, was completed to satisfy this requirement.

The roadway segment analysis did identify segments of Coast Highway that are forecasted to operate at LOS E or F on an average daily basis in the Future (2035) + Project conditions. In these cases, the City requires that projects implement mitigation measures intended to enhance traffic operations and progression through the corridor during the peak traffic hours. These measures typically include, but are not limited to, installation of roundabouts, traffic signal timing or coordination enhancements, and minimizing conflicting traffic movements. These measures are all part of the base Coast Highway Corridor project, which includes the installation of roundabouts throughout the corridor, specifically to enhance traffic flow, as well as elimination of traffic signals and the construction of a raised median in several sections of the roadway. These project elements are consistent with the City's Circulation Element LOS analysis methodology used to improve peak-hour traffic flows along roadway segments. With the implementation of these project elements, LOS is projected to be acceptable on all study road segments during the peak-hour periods.

Vehicle Miles Traveled Analysis

Senate Bill 743 (SB 743) was approved on September 27, 2013 by Governor Brown. SB 743 requires public agencies in the State of California to change how transportation impacts are assessed under CEQA and identified vehicle miles traveled (VMT) as the primary metric for determining transportation impacts for new development projects. Because new metrics and guidelines in response to SB 743 have not yet been adopted by the state or by the City of Oceanside, the VMT analysis in this report is presented for reference purposes only. The traditional intersection LOS analysis already presented remains the current metric used by the City of Oceanside to determine transportation impacts under CEQA.

The Governor's Office of Planning and Research (OPR) has provided a preliminary recommendation that new development projects be subject to a threshold of generating VMT per capita or VMT per employee 15 percent below that of existing development. This is consistent with state goals regarding reductions in VMT. Local jurisdictions have the option of adopting more stringent standards for VMT reduction; however, as previously stated, the City of Oceanside has not yet adopted a VMT standard.

This informational VMT analysis used the 15 percent reduction from existing development threshold, as recommended by OPR. The project proposes changes to both the land uses and transportation system within the project area. The land use changes that would be anticipated to occur with implementation of the future project with adoption of the Incentive District could result in development levels above those currently forecasted for the corridor by SANDAG in the regional growth forecast. However, the projected growth beyond the current SANDAG model forecast that could occur under the incentives provided by the Incentive District is consistent with the City's existing General Plan. Importantly, the type of development that is being proposed and incentivized by the Incentive District is consistent with SANDAG's smart growth principles, in that the development would provide a mix of uses that help to reduce reliance on automobile trips, reduce VMT, and promote trips using transit and active transportation modes. Further, the Complete Streets improvements proposed to Coast Highway, including the reduction of the number of automobile traffic lanes, addition of bicycle lanes, and improvement of the active transportation environment, would all contribute to potentially reducing VMT within the Coast Highway corridor.

The VMT analysis was conducted using the SANDAG regional travel demand model, which considers a variety of factors related to the land use and transportation condition to determine mode of travel choice and VMT. The VMT forecasts used in this analysis were developed for the Existing Conditions, Future Conditions without Project, and Future Conditions + Project scenarios to assess the impact of the potential project in the TIA study area.

Table 3.14-7 summarizes the per capita VMT forecasts generated using the SANDAG model. When comparing the two future scenarios at a per capita level (population), the Future Conditions + Project scenario generates a lower VMT per capita by approximately 10 percent when compared to the baseline Future Conditions without Project condition. This result is expected as the project seeks to promote smart growth with strategies such as encouraging and emphasizing multi-modal transportation to increase access and mobility.

The forecasted 4 percent reduction in VMT between the Existing (Model Base Year, 2008) and the Future Conditions + Project scenario does fall short of the 15 percent reduction target identified in the OPR guidelines. However, the Future Conditions + Project scenario does help to substantially reduce VMT from the 2008 base year condition and in particular the Future Conditions without Project scenario. Per the draft OPR guidelines, mitigation measures to further reduce project-generated VMT would be focused on strategies that would further reduce or eliminate automobile trips. These strategies could include parking demand management, transportation demand management (promotion of transit use, carpool incentives, etc.), and further improvements to the roadway to promote travel by bicycling and walking.

TABLE 3.14-7
VEHICLE MILES TRAVELED PER CAPITA FORECASTS

Scenario	Forecast Daily VMT per Capita	Percentage Change from Existing (Year 2008)
Year 2008 (Model Base Year)	6.56	n/a
Year 2035 Future No Project	7.02	+7.0%
Year 2035 Future Conditions + Project	6.33	-3.5%

NOTE: Year 2008 base scenario includes the entire SANDAG region.

SOURCE: SANDAG – Series 12 Regional Growth Forecasts; IBI 2018.

Mitigation Measures:

The following mitigation measures have been identified for the Existing Conditions + Project and Future Conditions + Project scenarios. To reiterate, the City has established a minimum acceptable LOS of LOS D for intersections during peak-hour operations (i.e., LOS E or LOS F are unacceptable service levels), which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established significance thresholds for intersections during the peak hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

Existing Conditions + Project Scenario

MM Complete Streets TR-1: In order to mitigate the deficient LOS at the two study area intersections under the Existing Conditions + Project scenario, the City shall implement the following measures to improve intersection operations to an acceptable LOS. The City shall include the project modifications in the Complete Streets construction plans or completed prior to the finalization of the construction plans. The improvements shall be completed either prior to or concurrent with the Complete Streets improvements.

The specific measures for the two degraded study intersections in the Existing Conditions + Project scenario are as follows:

	Location	Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
27	Coast Hwy & Oceanside Blvd	Maintain Existing Traffic Signal	Merging of two lanes into one lane would occur north of intersection before Wisconsin Avenue	41.2	D	**Yes**[1]
35	Coast Hwy & Cassidy St	Maintain Existing Signal	No other adjustments required	19.2	B	**Yes**

Note:
[1] Since Intersection 27 is in the City's jurisdiction, LOS D is considered an acceptable LOS.

SOURCE: IBI 2018

Future Conditions + Project Scenario

MM Complete Streets TR-2: In order to mitigate the deficient LOS at the seven degraded study area intersections predicted under the Future Conditions + Project scenario, the City shall implement the following measures to improve intersection operations to an acceptable LOS. The City shall include the project modifications in the Complete Streets construction plans prior to the finalization of the construction plans. The improvements shall be completed either prior to or concurrent with the Complete Streets improvements. The nine mitigation measures for the eight degraded study intersections in the Future Conditions+ Project scenario are in the following summary table. The Oceanside Boulevard and I-5 SB On-/Off-Ramps intersection has two specific measures to address both the AM and PM peak hours.

	Location	Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
4	Coast Hwy & Surfrider Way	Maintain Existing Traffic Signal	None	19.6	B	Yes
6	Coast Hwy & Pier View Way	Maintain Existing Traffic Signal	None	8.7	A	Yes
15	Seagaze St & Ditmar St	Convert AWSC to Traffic Signal	None	13.2	B	Yes
27	Coast Hwy & Oceanside Blvd	Maintain Existing Traffic Signal	None	47.4	D	Yes
29	Coast Hwy & Morse St	Maintain existing Traffic Signal	None	25.9	C	Yes

	Location	Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
35	Coast Hwy & Cassidy Street	Maintain existing Traffic Signal	Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection	66.4	E	No
42	Vista Way & Ditmar St	Convert SSSC to Traffic Signal	None	18.3	B	Yes
52	Oceanside Blvd & I-5 SB On-/Off-Ramps (AM Peak-Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	None	33.9	C	Yes
52	Oceanside Blvd & I-5 SB On-/Off-Ramps (PM Peak-Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection	44.2	D	No[1]

Note:
[1] Under the Future Conditions without Project scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Project scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

SOURCE: IBI 2018

Significance Determination: Implementation of MM Complete Streets TR-1 would improve operations at the two degraded intersections under the City's jurisdiction to an acceptable LOS in the Existing Conditions + Project Scenario.

Implementation of MM Complete Streets TR-2 would improve operations at seven of the ten study intersections to an acceptable LOS. Project impacts to these seven study intersections would be less than significant with mitigation incorporated under the Future Conditions + Project scenario. Although there are feasible mitigation measures for the following two intersections, implementation of the mitigation measures would not fully mitigate the impact of the project to these two intersections:

35. Coast Hwy & Cassidy St
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM peak-hour)

Therefore, even with incorporation of mitigation, the project's impact to these intersections would still be significant and unavoidable in the Future Conditions + Project scenario. In addition, there are no feasible mitigation measures that would reduce project impacts to a less than significant level at the following two intersections:

21. Coast Highway & Wisconsin Avenue
56. Vista Way & I-5 Southbound On-/Off-Ramps

In order to improve impacts to Coast Highway and Cassidy Street (Intersection 35) to a better operating condition than under the Future Conditions + Project scenario, this intersection would need to maintain the existing traffic signal. However, doing so would disrupt the flow of traffic along Coast Highway due to the roundabout north of the intersection at Morse Street and immediately south of the intersection at Kelly Street. Even with maintaining the traffic signal, LOS would not be improved to an acceptable level. Furthermore, a signalized intersection is also not a viable solution as this intersection is integral to the continuity of the Complete Streets improvements throughout the corridor. For these reasons, project impacts to the intersection of Coast Highway and Cassidy Street would remain significant and unavoidable under the Future Conditions + Project scenario.

In order to improve impacts to Coast Highway and Wisconsin Avenue (Intersection 21) to an operating condition that is less than significant under the Future Conditions + Project scenario, the capacity of the single-lane roundabout would need to be increased to a two-lane roundabout. However, the mid-corridor intersection at Coast Highway and Wisconsin Avenue has limited right-of-way, which prevents the installation of a two-lane roundabout. Further, a signalized intersection is also not a viable solution as this intersection is integral to the continuity of the Complete Streets improvements throughout the corridor. For these reasons, project impacts to the intersection of Coast Highway and Wisconsin Avenue would remain significant and unavoidable under the Future Conditions + Project scenario.

In order to improve impacts to Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) (Intersection 52) to an operating condition that is less than significant under the Future Conditions + Project scenario, lane modifications would be required to construct new through traffic lanes on Oceanside Boulevard at this location. This type of improvement was determined to be infeasible due to the proximity of the roadway to the adjacent Sprinter rail tracks to the south and the proximity of the intersection to the I-5 overpass above Oceanside Boulevard. The roadway right-of-way below the freeway overpass is very constrained and would not accommodate roadway widening. While the intersection is forecast to operate at an unacceptable level of service per Caltrans guidelines, the intersection conditions would not cause significant queuing of vehicles on the southbound off-ramp and would not impact mainline traffic conditions on I-5. For these reasons, project impacts to the intersection of Oceanside Boulevard and I-5 Southbound On-/Off-Ramps (PM Peak-Hour) would remain significant and unavoidable under the Future Conditions + Project scenario.

In order to improve impacts to Vista Way and I-5 Southbound On-/Off-Ramps (Intersection 56) to an operating condition that is less than significant under the Future Conditions + Project scenario, lane modifications would be required to construct new through traffic lanes in either the westbound or eastbound directions on Vista Way/SR 78. The addition of a westbound through lane at this location was determined to be infeasible due to the limited right-of-way available on Vista Way west of the intersection. Furthermore, with the recent road diet installed by the City along Vista Way east of this intersection, lane modifications would be inconsistent with the vision and goals of the City. Moreover, the addition of an eastbound through lane was also found to be infeasible. The configuration of the traffic lanes and bridge to the east of the intersection is not compatible with three eastbound through lanes on Vista Way. Caltrans and SANDAG have

plans to reconfigure the I-5/SR 78/Vista Way interchange in the future, where the proposed reconfiguration would address the significant traffic impact identified for the intersection at Vista Way and I-5 Southbound On-/Off-Ramp. However, while this is currently in Caltrans and SANDAG's long-term plans, funding is not guaranteed with enough certainty to include the improvements in a CEQA-required future analysis scenario. Therefore, project impacts to the intersection of Vista Way and I-5 Southbound On-/Off-Ramps would remain significant and unavoidable under the Future Conditions + Project scenario.

Issue 2: Would implementation of the project result in a change in air traffic pattern, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The Oceanside Municipal Airport is located approximately 2 miles east of the project area. According to the Oceanside Municipal Airport Land Use Compatibility Plan, a small portion of the northern end of the project area is located within "Review Area 2" and is therefore subject to airspace protection, notification of overflight, and limits to height of structures; however, the project area is not within specific safety zones subject to precise compatible development guidelines, including those that apply to traffic patterns. Further, future development within the Incentive District area is not located within Review Area 2, and the project does not propose new development or redevelopment within the Oceanside Municipal Airport Influence Area. Therefore, the project would not affect traffic patterns at the Oceanside Municipal Airport and impacts would be less than significant.

Mitigation Measure: No mitigation measures are required.

Significance Determination: Less than significant

Issue 3: Would implementation of the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As previously discussed in Chapter 2, Project Description, the Complete Streets improvements include the reconfiguration of Coast Highway from four lanes to two lanes along with 12 roundabout intersections, mid-block crosswalks, continuous bike lanes, and streetscaping. Concern was raised at the public scoping meeting (June 23, 2016) about the safety of roundabouts for drivers and pedestrians, especially blind and visually impaired pedestrians. The proposed intersection roundabouts would be designed and constructed to the applicable City roadway and circulation standards and to the requirements of the Americans with Disabilities Act (ADA). The roundabouts would be designed to allow for semi-trucks, buses, recreational vehicles, and other large vehicles to safely travel through the intersection. While drivers could initially be unfamiliar with how to drive through roundabouts, drivers' comfort with and knowledge of roundabout operations would improve over time with the continued use of the roadway facilities.

Additionally, the Complete Streets improvements are intended to increase pedestrian accessibility and safety within the Coast Highway corridor. The proposed intersection roundabouts would reduce vehicle speeds as well as create a more free-flowing circulation system. In addition to the intersection roundabouts, the mid-block crosswalks and traffic calming measures would further reduce vehicle speeds and improve pedestrian safety within the Coast Highway corridor. While the proposed traffic calming and pedestrian safety measures are conceptual at this time, such measures could include, but are not limited to, flashing lights and signs that indicate when pedestrians are in the mid-block crosswalks, reducing speeds to 15 miles per hour for vehicles entering the roundabouts, and incorporating additional speed limit signage throughout the corridor.

To address the public concern for safety measures specific to blind and visually impaired pedestrians, an accessibility study was prepared to identify additional design features that the City could incorporate into the Complete Streets improvements. The National Cooperative Highway Research Program (NCHRP) Report 674, Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities, addresses issues with crossing safety at roundabouts for blind and visually impaired pedestrians (NCHRP 2011). The NCHRP Report recommended that the following design features be considered in the roundabout design process to help improve the safety for blind and visually impaired pedestrians:

- Design the roundabout to ensure that vehicles entering the roundabout are restricted to a maximum travel speed of 15 miles per hour.
- Incorporate an audible surface treatment such as a metal plate or rumble strip in the roadway pavement that automobiles would travel over prior to approaching the pedestrian crossing. This feature would provide pedestrians with an audible cue about an approaching vehicle.
- Incorporate a pushbutton-activated crossing warning system such as a rectangular rapid flashing beacon at pedestrian crossings that pedestrians would be able to activate to alert drivers to their presence.
- Provide raised crosswalks that improve the visibility of pedestrians and force drivers to reduce their travel speed when entering the roundabout.

While the design of the Complete Streets improvements, including the roundabouts, is preliminary, the City of Oceanside would evaluate and consider the additional design features identified above during final design stages of the project. Therefore, implementation of the Complete Streets improvements would not substantially increase hazards through a design feature.

The Future with Project land use condition, with adoption of the Incentive District, would allow for an increase in residential, office, hotel, and retail/restaurant uses within the corridor. While the project area is primarily zoned for commercial uses, the potential increase of residential, office, hotel, and retail/restaurant uses would be consistent with surrounding land uses within the city. Therefore, the Incentive District would not create incompatible uses within the project area and city overall.

Mitigation Measure: No mitigation measures are required.

Significance Determination: Less than significant

Issue 4: Would implementation of the project result in inadequate emergency access or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City of Oceanside General Plan Public Safety Element includes evacuation routes for people who are forced from their homes during a disaster. The main through streets and highways within the City would be the primary relocation routes, and schools would serve as refuge centers capable of providing food and shelter (City of Oceanside 2002). Coast Highway, including within the project area, is a designated evacuation route for the city.

The project would be phased so all construction activities would not occur simultaneously throughout the corridor. However, construction of the Complete Streets improvements would require temporary interference along Coast Highway and the 12 cross-streets where the intersection roundabouts are proposed. Temporary interferences would include partial lane closures, construction vehicles and equipment entering and exiting the project area, and pedestrian and/or bicycle lane closures. The partial lane and intersection closures along Coast Highway and proposed intersections could potentially result in temporary impacts to emergency access. There is the chance that temporary emergency access impacts could occur during an evacuation. Thus, a potentially significant impact associated with inadequate emergency access could occur during construction of the complete street improvements.

The Oceanside Fire Department would continue to be part of the design process of the Complete Streets improvements, ensuring that the lane reduction and new roundabouts would accommodate large fire engines and response times for emergency services. Coast Highway's reconfiguration would allow for heavy vehicle radii for turning and U-turns. The roundabouts would be constructed to allow access for semi-trucks, waste management trucks, and firetrucks. In addition, Coast Highway's center median would be constructed with low curbs, approximately two feet wide, to allow left turning access to fire trucks and police mid-block. Therefore, impacts associated with adequate emergency access during operation of the Complete Streets improvements would be less than significant.

Future development and redevelopment projects which may occur under the Incentive District could include construction and/or operational activities that could result in temporary interferences along the Coast Highway corridor or surrounding roadways. Temporary interferences could include, but are not limited to, temporary lane closures during periods of loading and/or unloading of trucks, construction vehicles and equipment entering and exiting the project sites, and other construction activities, such as trenching for utility connections, near roadways within the project area. Similar to the Complete Streets improvements, future development and redevelopment under the Incentive District could potentially result in temporary

interferences and impacts to emergency access, including during an evacuation, creating a potentially significant impact.

Mitigation Measure:

MM Complete Streets TR-3: Prior to the start of construction of the Complete Streets improvements, the City shall require the construction contractor to prepare a Traffic Control Plan. The Traffic Control Plan will show all signage, striping, delineated detours, flagging operations, and any other devices that will be used during construction to guide motorists safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan will be prepared in accordance with the City's traffic control guidelines and will be prepared to ensure that access will be maintained to individual properties, and that emergency access will not be restricted. The Traffic Control Plan will ensure that congestion and traffic delay are not substantially increased as a result of the construction activities. In addition, the City shall provide written notice at least 2 weeks prior to the start of construction to owners/occupants along streets to be affected during construction.

During construction, the City will maintain continuous vehicular and pedestrian access to residential driveways from the public street to the private property line, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, the City shall notify the owner or occupant of the closure of the driveway at least 5 working days prior to the closure. The Traffic Control Plan shall include provisions to ensure that the construction of the Complete Streets improvements does not interfere unnecessarily with the work of other agencies such as emergency service providers, mail delivery, school buses, and municipal waste services.

MM Incentive District TR-1: Prior to submittal of grading plans for development and redevelopment projects under the Incentive District that would result in temporary interferences along roadways within the project area, project applicants and/or private developers shall prepare a Traffic Control Plan for approval by the City Transportation Division. The Traffic Control Plan will show all signage, striping, delineated detours, flagging operations, and any other devices that will be used during construction to guide motorists safely through the construction area and allow for adequate access and circulation to the satisfaction of the City. The Traffic Control Plan will be prepared in accordance with the City's traffic control guidelines and to ensure that access will be maintained to individual properties, and that emergency access will not be restricted. The Traffic Control Plan will ensure that congestion and traffic delay are not substantially increased as a result of the construction activities. In addition, the project applicants and/or private developers shall provide written notice at least 2 weeks prior to the start of construction to owners/occupants along streets to be affected during construction.

During construction, continuous vehicular and pedestrian access to residential driveways from the public street to the private property line will be maintained, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, the project applicants and/or private developers shall notify the owner or occupant of the closure of the driveway at least 5 working days prior to the closure. The Traffic Control Plan shall include provisions to ensure that the

construction does not interfere unnecessarily with the work of other agencies such as emergency service providers, mail delivery, school buses, and municipal waste services.

Significance Determination: Less than significant with mitigation

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Issue 5: Would implementation of the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The type of development and redevelopment proposed and incentivised under the Incentive District would be consistent with SANDAG's smart growth principles in that the development would provide a mix of land uses that would help to reduce reliance on automobile trips, reduce VMT, and promote trips using transit and active transportation modes. Additionally, the Complete Streets improvements include the addition of continuous bicycle lanes throughout the project area and improvement of the active transportation environment to increase the accessibility and efficiency of alternative transportation within the project area. Since the Complete Streets improvements would be established through restriping of the roadway to create a two-lane highway with larger shoulder areas, approximately 16 feet wide, access to bus stops and pedestrian safety would be improved, as the project would separate these alternative transportation facilities away from the vehicle lanes. Furthermore, restriping efforts would clearly mark parking spaces and bus stops so bus service would not be impacted. Implementation of the proposed project would provide residential, retail, and commercial uses along Coast Highway to create a walkable, pedestrian-friendly corridor. Mid-block crosswalks would be constructed and painted to allow for safe crossing points across Coast Highway. The proposed intersection roundabouts would reduce vehicle speeds throughout the corridor to further increase the safety of pedestrians and cyclists. Further, the proposed project would not conflict with any existing transit stops or transit locations. Therefore, the proposed project would result in less than significant impacts associated with alternative transportation and pedestrian facilities.

Mitigation Measure: No mitigation measures are required.

Significance Determination: Less than significant

3.15 Utilities and Service Systems

This section provides an assessment of potential impacts related to utilities that could result from project implementation. Potential issues addressed in this section include wastewater treatment requirements, construction of new water or wastewater treatment facilities, construction of new stormwater drainage facilities, sufficient water supplies, adequate capacity to serve the project's projected demand for utility services, sufficient landfill capacity, and compliance with solid waste regulations.

3.15.1 Environmental Setting

Water Supply

The Water Utilities Department (WUD) of the City of Oceanside is responsible for providing potable water services to customers in the city. The City purchases approximately 85 percent of its water supply from the San Diego County Water Authority (SDCWA), which provides approximately half treated water and half untreated water. Treated imported water is conveyed directly to the City's water distribution system, while untreated imported water is conveyed to the Robert A. Weese Filtration Plant, which serves at a capacity of 25 million gallons per day (mgd). The remaining 15 percent of the city's water comes from groundwater within the Mission Basin and from recycled water produced at the San Luis Rey Waste Water Treatment Plant. Brackish groundwater is extracted and treated at the Mission Basin Groundwater Purification Facility to become potable water through a reverse osmosis desalting process (City of Oceanside 2016a). The City is planning the expansion of its recycled water system through both additional non-potable recycled water deliveries and an indirect potable reuse (IPR) project to increase water supply reliability (City of Oceanside 2015c). The IPR project would produce advanced treated water that would eventually be used to meet potable demand. The city's past, existing, and projected future water supplies are summarized in **Table 3.15-1**.

TABLE 3.15-1
CITY OF OCEANSIDE TOTAL WATER SUPPLY IN ACRE-FEET PER YEAR

Water Supply Sources	2010	2015	2020	2025	2030	2035	2040
San Diego County Water Authority[1]	24,897	20,400	24,728	24,215	22,913	23,130	23,037
Groundwater[2]	3,732	3,213	3,300	3,700	3,700	3,700	3,700
Recycled Water[3]	119	104	400	1,700	2,900	3,060	3,500
Other (Advanced Treated Water IPR)	0	0	3,300	3,300	3,300	3,300	3,300
Total	28,748	23,717	31,728	32,915	32,813	33,190	33,537

SOURCE: City of Oceanside 2015c.

1 Includes treated and untreated water purchased from SDCWA. Includes SDCWA water treated and served to Vista Irrigation District customers in the Fall/Olive Exchange.

2 Groundwater treated at the Mission Basin Groundwater Purification Facility.

3 Recycled water produced at San Luis Rey Waste Water Treatment Plant.

The WUD provides potable water services to the city through operating and maintaining water treatment, distribution, and metering facilities. It operates and maintains over 500 miles of waterlines that distribute water throughout the city and a total reservoir capacity of 50.5 million gallons. The City has adopted a Water Utilities Strategic Plan, which prioritizes repairs and replacements of its aging water utilities system infrastructure (City of Oceanside 2011a). The City's assessment of infrastructure conditions and timely maintenance and replacement is an ongoing process.

Water Demand

Through the 2015 Urban Water Management Plan (UWMP) and 2016 Water Conservation Master Plan (WCMP) Update, the City provides a forecast of water demand with and without conservation savings (**Table 3.15-2**). The City used a decision support system tool to project water use, passive conservation, and active conservation into the future. As part of the WCMP Update, the City chose to assume implementation of conservation "Program B" in its demand forecast, which includes aggressive water conservation, smart meters, and further implementation of recycled water conversions.

TABLE 3.15-2
CITY OF OCEANSIDE TOTAL WATER USE AND DEMAND PROJECTIONS

Water Demand	2010	2015	2020	2025	2030	2035	2040
Baseline Demand	24,455	23,717	33,371	36,006	37,227	38,001	38,754
Demand with Passive Conservation (Plumbing Code)	-	-	32,641	34,479	34,976	35,263	35,641
Demand with Passive and Active Conservation (Plumbing Code and WCMP Program B)	-	-	31,728	32,915	32,813	33,190	33,537

SOURCE: City of Oceanside 2015c

The City has been a signatory to the Memorandum of Understanding for urban water conservation with the California Urban Water Conservation Council since 1997. The Memorandum of Understanding contains 14 best management practices (BMPs) that the City has committed to use good-faith efforts to implement, including but not limited to residential plumbing retrofits, landscape conservation programs, rebate programs, education programs, and conservation pricing. The City's 2015 UWMP explains that the City maintains compliance with all the BMPs. As the City continues to pursue and improve upon water conservation and implementation of the BMPs, the city's water demand per person is anticipated to decrease.

Wastewater

The Oceanside Wastewater Division of WUD provides wastewater collection, treatment, and disposal services for the city. The City owns and operates the San Luis Rey Treatment Plant, which has a secondary treatment capacity of 13.5 mgd and tertiary treatment capacity of 0.78 mgd. Wastewater is also treated at the La Salina Wastewater Treatment Plant, with a secondary treatment capacity of 5.5 mgd. Both plants discharge treated effluent through the Oceanside

Ocean Outfall. While the proposed project lies in the service area of the La Salina Treatment Plant, the City is considering its decommissioning, as the facility was originally constructed in 1948 (City of Oceanside 2017a). The plant is expected to be replaced with a wastewater lift station that would pump wastewater flows to the San Luis Rey Wastewater Treatment Plant. The city's planned growth would be a factor in the design of the lift station and capacity of the San Luis Rey Treatment Plant.

Solid Waste

The City implements and oversees solid waste and recycling services in order to ensure compliance with state regulations and the City's Municipal Code. The City has partnered with Waste Management, Agri Service, and Moody's Recycling in order to meet the City's goal of achieving zero waste. Solid waste collected in the City of Oceanside is disposed at the El Sobrante Landfill, located at 10910 Dawson Canyon Road, Corona, CA 92883. The El Sobrante Landfill is permitted to accept up to 16,054 tons per day, or 112,378 tons per week, has a remaining capacity of 145,530,000 tons, and is estimated to be operational until 2045 (CalRecycle 2016).

Agri Service, Inc., and Moody's Recycling provide composting and recycling services for the City at the El Corazon Compost Facility in Oceanside. Since its inception, the facility has processed over 1 million tons of yard trimmings and wood into high quality soil amendments, mulch, and potting mixes (City of Oceanside 2012).

3.15.2 Regulatory Setting

State

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act (CUWMPA), and requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in their water service. CUWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The CUWMPA describes the contents of UWMPs as well as methods for urban water suppliers to adopt and implement the plans.

National Pollutant Discharge Elimination System Construction General Permit

The State of California adopted a Statewide National Pollution Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The last Construction General Permit amendment became effective on February 16, 2012. The Construction General Permit regulates construction site storm water management. Dischargers whose projects disturb 1 or more acres of soil, or whose projects disturb less than 1 acre, but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with

construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file permit registration documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents. The SWPPP is required to identify specific BMPs that would be implemented to control drainage from project sites.

California Water Resources Control Board Low Impact Development Policy

The State Water Resources Control Board (SWRCB) adopted the Low Impact Development (LID) Policy, which, at its core, promotes the idea of sustainability as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. Regional Water Quality Control Boards (RWQCBs) are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of the counties to divert a minimum of 25 percent of the solid waste sent to landfills by 1995 and 50 percent by 2000. To attain goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation. Other state statutes pertaining to solid waste include the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires adequate areas for collecting and loading recyclable materials within a project site.

California Assembly Bill 341

On October 6, 2011, Governor Brown signed AB 341, establishing a state policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the legislature that recommends strategies to achieve the policy goal by January 1, 2014. The bill also mandated local jurisdictions to implement commercial recycling by July 1, 2012.

Regional

San Diego Regional Water Quality Control Board

The San Diego RWQCB regulates water quality in portions of San Diego, Orange, and Riverside Counties pursuant to the Federal Clean Water Act. RWQCB sets standards, determines regulatory compliance, issues discharge permits, and enforces other actions related to ensuring the water

quality of the region. The San Luis Rey Treatment Plant, La Salinas Treatment Plant, and Mission Basin Groundwater Purification Facility in the City of Oceanside operate in compliance with the NPDES permit.

San Diego Regional Municipal Separate Storm Sewer System Permits

San Diego County is a co-permittee under the NPDES storm water permit covering San Diego County and southern portions of Orange County and Riverside County. The San Diego RWQCB completed a revision of the municipal separate storm sewer system (MS4) permit to extend coverage to its Orange County and Riverside co-permittees in February and November 2015, respectively. The MS4 Permit requires permittees to reduce the discharge of storm water pollutants to the maximum extent practicable and ensure MS4 discharges do not cause or contribute to violations of water quality standards. The MS4 Permit also requires implementation of various site design BMPs and treatment control BMPs to reduce the possibility of pollutants stored or produced on site from entering surface water or wastewater system.

Local

City of Oceanside General Plan

The State of California requires that each city draft and adopt a comprehensive general plan that provides long-term policy and development guidelines and goals within its jurisdiction. Each general plan has several required elements. The relevant elements to utilities and service systems are the Environmental Resource Management Element, the Community Facilities Element, and the Land Use Element.

Environmental Resource Management Element

The Environmental Resource Management Element focuses on conserving and preserving natural resources within the City of Oceanside, including the city's water supply. The following goals and policies related to utilities are applicable to the proposed project:

> **Goal:** Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.
>
> > **Water Policy 1:** Plan for an adequate water system based on the projected needs of the City.

Community Facilities Element

The Community Facilities Element addresses the community's need for public services and facilities. The Community Facilities Element includes the conditions, capacities, and status of all public facilities serving the city, including water and wastewater facilities.

> **Objective:** To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.

Policy 0.6: The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to:

l) ensure adequate water and sanitary sewage systems;

m) ensure adequate stormwater management systems.

Objective: To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewage collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all Federal and State mandated programs.

Policy 5.4: New development shall be responsible for on-site facility improvements required by that development.

Policy 5.9: Throughout the community, the City shall systematically expand water storage capacities and service line distribution systems to keep pace with growth projections of the adopted General Plan.[1]

Policy 5.11: New development shall be responsible for on-site water facilities improvements required by that development.

Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

Policy 6.2: All new development in the City shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.

Land Use Element

The Land Use Element acts as a guide to land use planning within the City. The Land Use Element identifies the proposed general distribution, location, and extent of land uses. This element also addresses wastewater collection, wastewater treatment, water supply, and water distribution within the city.

Policy 2.722D: The water supply and distribution system shall be designed for logical service unit area to allow for development of the services unit area at the intensity proposed by the General Plan.

Policy 2.723A: All new housing in the City of Oceanside shall pay a "per-unit" sewer connection charge.

[1] All new development proposing a zone change or increase in density than the General Plan may be required to perform water and sewer technical studies to determine if any off-site water and wastewater improvements are required to accommodate the development.

Policy 2.723B: The sewer system should be designed for a logical service unit to allow for full development of the service area at the intensity proposed by the General Plan.

Urban Water Management Plan

Pursuant to California Water Code Section 10617, the City of Oceanside is required to complete an UWMP every 5 years as an "Urban Water Supplier" (City of Oceanside 2011b). The City adopted the 2015 UWMP in June 2016. The UWMP describes current water system services, facilities, supplies, and demand and provides planning guidelines for future projections for water use.

Water Conservation Master Plan

Updated in 2016, the Water Conservation Master Plan (WCMP) makes recommendations for specific water conservation measures to help the City achieve conservation goals set by the Water Conservation Act of 2009 (Senate Bill X7-7). The WCMP aims to expand existing conservation efforts, along with the use of recycled water, to help meet future water needs and meet state-mandated year 2020 per capita reduction targets. The City selected a plan consisting of aggressive water conservation, smart meters, and further implementation of recycled water conversions.

Zero Waste Strategic Resource Management Plan

In response to the adoption of Resolution No. 10-R0636-1 by City Council on August 25, 2010, to divert 75 percent of waste by 2020 (also aligned with Assembly Bill 341), the City developed the Zero Waste Strategic Resource Management Plan. The plan identifies and recommends strategies for the City to achieve this goal. At the time of the plan's drafting, the City had already reached 72 percent waste diversion (City of Oceanside 2016d). The private companies contracted to provide solid waste and recycling services, Waste Management, Agri Service, Inc., and Moody's Recycling, are also working in support of the City to achieve this goal.

City of Oceanside Standard Urban Stormwater Mitigation Plan

The City has prepared a Standard Urban Stormwater Mitigation Plan (SUSMP) that details measures that must be implemented on site to protect stormwater quality from on-site conditions, including erosion. The SUSMP includes requirements for all development projects, which include the implementation of appropriate source control BMPs, temporary construction BMPs, and permanent stabilization/erosion control BMPs. The SUSMP includes a low impact development (LID) design guide for projects that includes incorporation of design features on site that would control runoff (City of Oceanside 2016f).

All development and redevelopment projects applying for discretionary or administrative permits within the city of Oceanside are subject to a formal SUSMP Determination. The objective of the SUSMP Determination is to provide a consistent and thorough method for the initial review of development and redevelopment projects, with the purpose of categorizing projects and determining applicable SUSMP requirements.

As part of the SUSMP compliance process, development and redevelopment projects must prepare a Stormwater Mitigation Plan (SWMP) to demonstrate compliance with stormwater mitigation requirements prior to project approval and issuance of local permits. Requirements that apply during the planning phase and prior to project entitlement include minimum standards for the implementation of LID practices and the integration of flow control criteria designed to mitigate storm runoff peaks and durations from development sites. This unified LID approach combines site planning and design measures coupled with engineered integrated management practices (IMPs), such as bio-retention facilities, flow-through planters, dry wells, infiltration basins, and cisterns. By implementing the unified LID design procedure, projects may develop a single integrated design that demonstrates compliance with federal, state, and local storm water regulations.

City of Oceanside Municipal Code

The City's Municipal Code provides various chapters that define requirements for public facilities impact fees as a condition of approval of building, grading, and improvement permits for development projects. Specifically, Chapter 32C, Section 3 states that "prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the city's public facilities" (City of Oceanside 2016e). Public facilities, as defined by the City's Municipal Code, are all governmental facilities specified within the City's General Plan, including water, wastewater, and storm water systems.

Chapter 13 of the City's Municipal Code contains the Solid Waste and Recycling Code. The Solid Waste and Recycling Code provides definitions, administrative requirements, enforcement, and regulations for storage, disposal, and collection of solid waste as well as provision of recycling facilities and separation of recyclables within the city.

Water and Wastewater Impact Fees

With all residential and nonresidential development, the City requires developers to pay impact fees in order to provide for improvements and expansions of the water and wastewater system. According to Chapter 29 of the City's Municipal Code, all new connections to the city's wastewater system shall be assessed a wastewater system capacity buy-in fee based on water meter size and use type, as shown in **Table 3.15-3**. Similar to wastewater, Chapter 37 of the City's Municipal Code requires all new connections to the city's water system to be assessed a water system capacity buy-in fee based on meter size, as shown in **Table 3.15-4**.

TABLE 3.15-3
CITY OF OCEANSIDE
WASTEWATER SYSTEM CAPACITY BUY-IN FEES

Meter Size	System Capacity Buy-In Fee ($)
Residential Single Family	
Regardless of meter size	7,794
Multi-Family and Nonresidential	
5/8"	7,794
3/4"	11,691
1"	19,486
1 ½"	38,971
2"	62,354
3"	116,914
4"	194,856
6"	389,712
8"	623,539

SOURCE: City of Oceanside 2017c

TABLE 3.15-4
CITY OF OCEANSIDE
WATER SYSTEM CAPACITY BUY-IN FEES

Meter Size	Meter Only ($)	Water System Capacity Buy-In Fee ($)	SDCWA Capacity Charge ($)	SDCWA Water Treatment Capacity Charge ($)	Total ($)
5/8"	590	5,680	5,029	128	11,427
3/4"	618	8,520	5,029	128	14,295
1"	742	14,200	8,046	205	23,193
1 ½"	2,214	28,400	15,087	384	46,085
2"	2,546	45,440	26,151	666	74,803
3"	2,639	85,200	48,278	1,229	137,346
4"	4,357	142,000	82,476	2,099	230,932
6"	7,283	284,000	150,870	3,840	445,993
8"	11,725	454,400	261,508	6,656	734,289

SOURCE: City of Oceanside 2017c

Drainage and Flood Control Fee

For all residential and nonresidential development, the City requires developers to pay impact fees in order to finance the storm drain and flood control improvements needed to adequately protect the community from floods. Currently, the City has established a drainage fee based on land use type, as shown within **Table 3.15-5**.

TABLE 3.15-5
CITY OF OCEANSIDE DRAINAGE FEE

Land Use	Fee per Unit ($)
High-Density Dwellings	976.00 per unit
Attached Dwellings	467.00 per unit
Commercial Uses	0.848 per square foot
Commercial Coastal Uses	0.458 per square foot
Industrial Uses	0.704 per square foot
Downtown/Harbor Uses	0.469 per square foot
Private Institutional Uses	1.117 per square foot

SOURCE: City of Oceanside 2016h

3.15.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the proposed project would have a significant impact on utilities and service systems if it would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
4. Have insufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the provider's existing commitments.
6. Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
7. Fail to comply with federal, state, and local statutes and regulations related to solid waste.

Impact Analysis

Issue 1: Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and construct intersection roundabouts, medians, and curb

adjustments. These anticipated construction activities would require workers on the project site during construction hours. A minimal amount of wastewater would be generated by construction workers and collected within portable toilet facilities. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid waste disposal station.

Once the Complete Streets improvements have been constructed, Coast Highway would continue to operate as a transportation corridor. The Complete Streets improvements are transportation improvements and would not result in population growth within the City. As a result, construction and operation of the Complete Streets improvements would not increase wastewater demand, and thus would not conflict with wastewater treatment requirements of the San Diego RWQCB.

Incentive District

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population, thus increasing the generation of wastewater. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's existing General Plan.

Wastewater from the Incentive District would be treated at the La Salina Wastewater Treatment Plant, until its future decommissioning, in which event wastewater would be pumped to the San Luis Rey Treatment Plant. Wastewater treatment processes at the La Salina Wastewater Treatment Plant and San Luis Rey Treatment Plant include preliminary treatment by mechanical bar screens, aerated grit removal, flow equalization, and primary sedimentation/clarification (RWQCB 2014). Both treatment plants are required to comply with the requirements set by the San Diego RWQCB, which specifies the discharge requirements for each facility.

The NPDES permit system requires that all existing and future municipal and industrial discharges to surface waters within the city be subject to specific discharge requirements. The waste discharge requirements for both treatment plants are permitted by the San Diego RWQCB Order No. R9-2011-0016 and amended by Order No. R9-2014-0108 to discharge treated wastewater into the Pacific Ocean via the Oceanside Ocean Outfall (RWQCB 2014). This permit requires that discharge must meet applicable water quality standards, including meeting minimum federal technology-based requirements based on Secondary Treatment Standards at 40 CFR Part 133, prior to discharge into the ocean. Compliance with all applicable permit requirements, as monitored and enforced by the San Diego RWQCB, would ensure that the Incentive District would not exceed the applicable wastewater treatment requirements of the RWQCB. Therefore, all wastewater generated by future redevelopment within Incentive District would comply with the wastewater treatment standards of the San Diego RWQCB and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issues 2, 4 and 5: Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; or result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and construct intersection roundabouts, medians, and curb adjustments. Due to the nature of the Complete Streets improvements, the use of water would be minimal. Construction of the street improvements would require some water for dust control, which would be provided by water spray trucks. Similarly, construction of the Complete Streets improvements would create a minimal amount of wastewater generated by construction workers. Wastewater generated during construction would be collected within portable toilet facilities. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid waste disposal station. Therefore, construction or expansion of water and wastewater facilities would not be required from construction of the Complete Streets improvements.

Once complete, roadway improvements would only require water for irrigation of ornamental landscaping within roadway medians and along sidewalks. Landscaping would be completed with drought-resistant and low- to medium-water-use plants. The proposed landscaping would use the existing irrigation systems along Coast Highway and would require minimal irrigation expansion to the medians, but the increased water demand would be negligible compared to current conditions. Because the Complete Streets improvements would not have permanent facilities requiring connection to the City's wastewater system, this project component would not require construction of new wastewater treatment facilities and no new demand for wastewater treatment would occur.

Incentive District

To consider the effects of the Incentive District on wastewater systems, the City directed the preparation of the Sewer Utility Impact Study for Coast Highway Incentive Overlay (IEC 2017). The analysis in the IEC technical memorandum provides the calculated wastewater flow projected with implementation of the Incentive District in comparison to growth anticipated under the General Plan through the year 2035. In the forecast year, the analysis determined that there would be a projected average wastewater flow reduction of approximately 1.4 mgd if the Incentive District were to be implemented in comparison to conditions anticipated to occur under current regulatory conditions in the same forecast year (2035).

Regarding the provision of water supplies, according to the City's hydraulic model for potable water systems, the Incentive District would not require any upsizes or off-site improvements to the City's water system (City of Oceanside 2017a).

With all residential and nonresidential development, the City requires developers to pay impact fees to provide for necessary water and wastewater connection improvements. The City's total water system capacity buy-in fee ranges from $11,427 to $734,289 depending on the meter size required and use type (City of Oceanside 2017c). This fee would be required of all residential and nonresidential developments within the Incentive District boundaries (and within the City). The wastewater fee is $7,794 for single family residential and ranges from $7,794 to $623,539 for multi-family and nonresidential development (City of Oceanside 2017c). If more development occurs in the project area as a result of the adoption of the Incentive District, additional fees would be collected, which could then provide for the development of additional water facilities.

Similar to all areas within the city limits, if the pace of growth increased within the Incentive District boundaries, water and wastewater fees would allow for the additional development of water and wastewater facilities and infrastructure. It can be reasonably assumed that the City of Oceanside would continue to keep pace with population growth within the city, given that growth would require individual private development projects to come forward; would not be instantaneous; and would occur incrementally over time based on economic, social, and political conditions. Each development project would undergo a project-specific development review process.

As future new water and wastewater facilities or expansions are planned, the City would be required to locate and design the facilities. Currently, the Water and Wastewater Master Plans provide for the City's current projection of the facilities and infrastructure that would be required over the near-term planning horizon and long-term (20 years). The City continues to update these projections based on the development plans and patterns and the pace of growth that is being experienced. Typically, projections made by the WUD are somewhat conservative to ensure that growth can be accommodated. As growth shifts and development patterns evolve, so too do the WUD's projections of water and wastewater demand. While design standards established within WUD's Water, Sewer, and Reclaimed Water Design and Construction Manual are not changed annually, water demand for reporting purposes are updated more frequently (City of Oceanside 2017a).

Consideration of the environmental effects of these future facilities and infrastructure is not within the scope of this EIR, given that the exact location and nature of those facilities are not known at this time. Consideration of those future effects would be speculative at this juncture, as there is not a near-term need for additional facilities beyond what the City currently anticipates in its Water and Wastewater Master Plans. However, given the discretionary nature of capital improvement projects, additional environmental review through CEQA would be required before any new facility, expansion, or infrastructure system would be approved or constructed by the City of Oceanside.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 3: Would the project would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and construct intersection roundabouts, medians, and curb adjustments. While the Complete Streets improvements would include some curb adjustments, no adjustments would be made to existing storm drain facilities. Nevertheless, construction activities associated with the Complete Streets improvements would involve ground-disturbing activities that could cause erosion or siltation into storm water facilities.

As described in Section 3.8, Hydrology and Water Quality, if 1 acre or more is disturbed at a time, the project would be required to comply with the Construction General Permit, which requires a site-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would contain BMPs to prevent construction pollutants (including sediment) leaving construction sites in runoff, further preventing obstructions to water drainage facilities. In addition, the City's SUSMP requires all development projects to implement LID features, including design features to retain and slow runoff from the project site. Stabilization of exposed or stockpiled soils and cleared or graded slopes would be implemented to reduce the potential for erosion and siltation to obstruct storm water drainage facilities. Construction of the Complete Streets improvements would be temporary and would not occur all at once. The improvements would be constructed segment-by-segment from the northern to the southern end of the project area. Following the completion of construction, Coast Highway would be returned to existing paved surface conditions, and would use existing storm water drainage facilities. Therefore, construction of the Complete Streets improvements would not require new or expanded storm drain facilities, and impacts would be less than significant.

Incentive District

Implementation of the Incentive District would encourage redevelopment, including the potential construction of commercial, mixed-use, and residential uses. Construction activities associated with future development and redevelopment projects could involve ground-disturbing activities, which could cause erosion or siltation into storm water drainage facilities. However, as described in Section 3.8, Hydrology and Water Quality, if 1 acre or more of ground surface is disturbed at a time, those development and redevelopment projects would be required to comply with the Construction General Permit, which required the preparation and implementation of a site-specific SWPPP. The SWPPP would contain BMPs to prevent construction pollutants (including sediment) leaving construction sites in runoff, further preventing obstructions to water drainage facilities. In addition, development and redevelopment projects under the Incentive District would be required to prepare and submit a formal SUSMP Determination. Based upon its review of the

determination, the City would determine which type of storm water document and construction BMPs would be required on a project-by-project basis. Development and redevelopment projects determined not to be exempt from the SUSMP Treatment Requirements would be required to prepare a SWMP that includes source control BMPs as well as LID features, such as conserving natural topographic features, minimizing site imperviousness, maximizing infiltration, and retaining and reducing the rate of runoff. Individual development projects would be required to comply with all applicable drainage-related regulations and standards.

While the existing condition within the Incentive District is urban and developed in nature, new development could increase the amount of impermeable surfaces, contributing to storm water runoff into drainage facilities. For all residential and nonresidential development, the City of Oceanside requires developers to pay a drainage and flood control fee to finance the storm drain and flood control improvements needed to adequately protect the community from floods. Currently, the City has established a drainage fee of $976 per unit for high-density dwellings, $467 per unit for attached dwellings, $0.848 per square foot for commercial uses, $0.704 per square foot for industrial uses, $0.469 per square foot for downtown/harbor uses, and $1.117 per square foot for private institutional uses. This fee would be required of all residential and nonresidential developments within the Incentive District boundaries (and within the City). If the Incentive District accelerates development within the project area and additional development occurs (as compared to conditions without the Incentive District incentives), additional drainage and flood control fees would be collected. These drainage and flood control fees would then provide for the development of additional storm drain and flood control improvements to service the new development. However, the specific location, timing, and nature of these additional drainage facilities are not known at this time. While consideration of the environmental effects of these future drainage facilities within the city would be speculative and is not within the scope of this CEQA document, the environmental effects of the future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed in the future by the City of Oceanside.

Because all future project applicants and private developers proposing residential and nonresidential projects under the Incentive District would be required to pay the drainage and flood control fees before the issuance of a building permit, and these fees would be used to provide for additional facilities to service new development, it can be reasonably assumed that the City of Oceanside will continue to keep pace with development within the city such that the demand for storm drain facilities would continue to be met. In addition, as each individual development project is proposed, the City would have the opportunity to review and consider their effect to storm drainage facilities. Therefore, due to compliance with all applicable drainage-related regulations, payment of drainage and flood control fees, and continuous project-by-project review by the City of its storm drainage facilities, the Incentive District would not require or result in new or expanded stormwater drainage facilities, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

Issue 6 and 7: Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and would the project comply with federal, state, and local statutes and regulations related to solid waste?

Complete Streets Improvements

Construction activities associated with the Complete Streets improvements would include demolition, excavation, and paving along Coast Highway, which would generate typical construction debris. Construction of the Complete Streets improvements would not occur all at once; the project would be constructed segment by segment. The City would be required to comply with all state and local regulations related to solid waste disposal, including diversion rates established by AB 341 and AB 939.

Waste generated in the city is sent to the El Sobrante Landfill, which has a remaining capacity of 145,530,000 tons and is estimated to be operational until 2045 (CalRecycle 2016). The El Sobrante Landfill is permitted to accept up to 112,378 tons per week. Considering that the Complete Streets improvements would not occur all at once and would only represent a small portion of solid waste going into the landfill, and since the landfill has enough capacity to remain open until 2045, the existing landfill would have adequate capacity to accept construction waste associated with the Complete Streets improvements.

Once the Complete Streets project has been constructed, Coast Highway would continue to operate as a transportation corridor. Operation of Coast Highway would not generate any solid waste, and therefore would not require services from the El Sobrante Landfill. For these reasons, impacts related to sufficient landfill capacity and compliance with solid waste regulations associated with the Complete Streets improvements would be less than significant.

Incentive District

The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth. However, the growth that could occur under the Incentive District could also occur under the City's current General Plan.

Table 3.15-6 provides the trend of solid waste generated within the city. As shown on the table, the amount of solid waste disposal from the city has recently been on a decreasing trend due to the economic downturn, compliance with regulations, and implementation of existing recycling programs, although it is notable that 2015 saw an increase due to economic and tourism growth in the City (City of Oceanside 2017b).

TABLE 3.15-6
OCEANSIDE DISPOSAL TONNAGE TREND

Year	Tons of Disposal
2007	147,372
2008	136,715
2009	131,543
2010	125,471
2011	121,702
2012	113,534
2013	120,831
2014	116,107
2015	129,098

SOURCE: CalRecycle 2015.

The area covered by the Incentive District is already urban and developed and, as with the rest of the City, is provided with solid waste disposal services by Waste Management, Agri Service, and Moody's Recycling. Recyclable refuse material, such as yard trimmings and other organics, generated by future projects within the Incentive District would be transferred to the El Corazon Compost Facility in Oceanside and would be processed into organic compost and mulches. Any waste material that cannot be recycled would be transported to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept up to 112,378 tons per week and has a remaining capacity of 145,530,000 tons through 2045 (CalRecycle 2016).

The City has adopted and enacted the Zero Waste Strategic Resource Management Plan which establishes methods to reach the goal of diverting 75 percent of solid waste by 2020, which works in conjunction with the goals of the City Council's adoption of AB 341 and AB 939, the mandatory commercial recycling laws in California (City of Oceanside 2012). The City is currently diverting waste and recycling at a rate of 72 percent, reducing the amount of solid waste material disposed in landfills (City of Oceanside 2016d). According to discussions with City staff, the Zero Waste Strategic Resource Management Plan is working to expand construction and demolition recycling opportunities and increase waste reduction and recycling educational programs in high-use public areas to balance the recent economic and tourism growth in the city (City of Oceanside 2017b). Future projects within the Incentive District would also be required to comply with state and local solid waste regulations. Therefore, due to the generally decreasing trend of solid waste generated by the city, the remaining capacity of the El Sobrante Landfill, and compliance with state and local solid waste regulations, it is reasonable to conclude that the El Sobrante Landfill would be able to accommodate future development projects within the Incentive District, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant

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CHAPTER 4
Cumulative Impacts

This chapter presents an analysis of the effects of the proposed City of Oceanside Coast Highway Corridor Study Project in combination with other past, present, and reasonably foreseeable future projects within the project area and surrounding area that could cause related environmental impacts similar to those anticipated to occur under the proposed project and discussed in this Draft Environmental Impact Report (EIR). The focus of this cumulative impacts analysis is on the proposed project, including the Complete Streets improvements and Incentive District, and the geographic context appropriate for each resource area.

California Environmental Quality Act (CEQA) Guidelines Section 15130 requires that an EIR discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." (CEQA Guidelines, Section 15355; see also Pub. Resources Code, Section 21083 (b).) Stated another way, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." (CEQA Guidelines, Section 15130 [a][1]) The definition of cumulatively considerable is provided in Section 15065(a)(3):

> *"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

According to Section 15130(b) of the CEQA Guidelines:

> *[t]he discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.*

For purposes of this EIR, the proposed project would cause a cumulatively considerable and therefore significant cumulative impact if:

- The cumulative effects of other past, current, and probable future projects without the project are not significant and the project's incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact; or
- The cumulative effects of other past, current, and probable future projects without the project are already significant and the project would result in a cumulatively considerable contribution to the already significant effect. The standards used herein to determine whether the contribution is cumulatively considerable include the existing baseline environmental conditions, and whether the project would cause a substantial increase in impacts, or otherwise exceed an established threshold of significance.

4.1 Cumulative Projects

This analysis considers the impacts of the proposed project in combination with the potential environmental effects of other projects in the general area. "Other projects," also referred to as "cumulative projects," include recently completed projects, projects currently under construction, and future projects currently in development. The potential for projects to have a cumulative impact depends on both geographic location and the project schedule.

Geographic Scope

The geographic area affected by the proposed project and its potential to contribute to cumulative impacts varies based on the environmental resource under consideration. Generally, the geographic area associated with the environmental effects of the project as described in Chapter 2 define the boundaries of the area used for compiling the list of past, present, and reasonably foreseeable future related projects considered in the cumulative impact analysis. **Table 4-1** presents the geographic areas included within this analysis for purposes of determining whether the proposed project's contribution to a particular impact would be cumulatively considerable and therefore significant.

Project Timing

In addition to the geographic scope, cumulative impacts are determined by the timing of the other projects relative to the proposed project. As noted above, projects considered in this analysis include those that have recently been completed, are currently under construction, or are in the planning stages. Schedule is particularly relevant to the consideration of cumulative construction-related impacts, since construction impacts tend to be relatively short term. However, for future projects, construction schedules are often broadly estimated and can change. Although the timing of the future projects is likely to fluctuate due to schedule changes or other unknown factors, this analysis assumes these individual projects would be developed for implementation through the course of the current planning horizon and could be implemented concurrently with construction of the proposed project. The Complete Streets improvements would be fully developed by 2035. The projects projected to occur under the Incentive District zone have been estimated through 2035. Therefore, 2035 is the planning horizon for this cumulative analysis.

TABLE 4-1
GEOGRAPHIC SCOPE OF CUMULATIVE IMPACTS ANALYSIS

Resource Issue	Geographic Scope
Aesthetics	Project site and areas immediately adjacent
Air Quality	San Diego Air Basin
Biological Resources	Project site and areas immediately adjacent
Cultural Resources	Coastal zone of northern San Diego County (roughly between La Jolla on the south, San Onofre on the north, and inland several miles to the foothills of the Peninsular Range)
Geology and Soils	Project site and areas immediately adjacent
Greenhouse Gas Emissions	Global
Hazardous Materials	Project site and areas immediately adjacent
Hydrology and Water Quality	Carlsbad and San Luis Rey Hydrologic Units, the City of Oceanside, California, and the Mission sub-basin of the San Luis Rey Valley Groundwater Basin
Land Use and Planning	City of Oceanside, California
Noise	Project site and areas immediately adjacent
Population and Housing	City of Oceanside, California
Public Services	City of Oceanside, California
Recreation	City of Oceanside, California
Transportation and Traffic	Traffic Impact Analysis Study Area (shown in Figure 3.14-1)
Utilities and Service Systems	City of Oceanside, California

TABLE 4-2
CUMULATIVE PROJECTS WITHIN THE PROJECT AREA

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
1	Hyatt Place	APN: 1430404100	Commercial	120-Unit Hotel 11,800 sf Restaurant	Entitled
2	Cleveland St. Beach Lofts	314 N. Cleveland St.	Mixed-Use	2,000 sf Office and Retail 10 Condo Units	Entitled
3	Portola	303 Pier View Way	Residential	15 Residential Condos 7 Live/Work Units	Entitled
4	The Belvedere	902 Seagaze Dr.	Mixed-Use	124-Room Hotel, 90 Live/Work Lofts, 8,357 sf Retail	Entitled
5	Oceanside Beach Resort	Pier View Way and Pacific St.	Commercial	389-Unit Hotel, 18,500 sf Visitor Commercial 20,000 sf Multifunctional Space	Entitled
6	GF Properties Mixed-Use Project Block 5	APN: 1473700400	Mixed-Use	35 Residential Units 1,602 sf Retail	Entitled
7	GF Properties Mixed-Use Project Block 18	APN: 1473700300	Mixed-Use	66 Residential Units 10,563 sf Retail	Under Construction
8	GF Properties Mixed-Use Project Block 19	APN: 1473700400	Mixed-Use	101 Residential Units 12,340 sf Retail	Entitled
9	GF Properties Mixed-Use Project Block 20	APN: 1473700400	Mixed-Use	29 Residential Units 15,057 sf Retail	Entitled
10	Seacliff Terraces	APN: 14304023 and 14304054	Mixed-Use	52 Residential Units Underground Parking Garage (122 spaces) 1,056 sf Retail	Entitled
11	Cleveland St. Townhomes	414 S. Cleveland	Residential	8 Residential Units	Under Construction
12	Breeze Luxury Apartments	APN: 152-121-06, 152-123-05, 152-123-20, 152-320-11	Residential	90 Residential Units 2 levels of underground parking	Under Review
13	Pacific Terrace	514 Morse St.	Residential	32 Residential Condos	Under Construction
14	Vine St. Collection	APN: 152-320-40	Residential	58 Townhome Units	Entitled
15	508 N. Tremont Condos	508 N. Tremont	Residential	3 Residential Condos	Entitled
16	519 S. Myers Condos	519 S. Myers	Residential	4 Residential Condos	Entitled

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
17	206 S. Pacific Residence	206 S. Pacific	Residential	Replace 3 apartment units with 1 new 5,000 sf SFD	Entitled
18	Weitzel Apartments	402 Weitzel	Residential	32 Affordable Apartment Units	Entitled
19	Myers 12	1909 S Myers St.	Residential	12 Single-Family Attached Units with Off-Street Parking	Under Review
20	150 S. Myers Condos	150 S. Myers	Residential	4 Residential Condos	Under Review
21	910 S. Tremont	910 S. Tremont	Mixed-Use	5 Units with 1 Live/Work Unit	Under Review
22	1213 S. Nevada St. Apartments	1213 S. Nevada St.	Residential	3 Residential Condos	Entitled
23	829 S. Pacific Condos	829 S. Pacific	Residential	2 Residential Condos	Under Review
24	624 N. Coast Hwy.	624 N. Coast Hwy	Commercial	3,720 sf Commercial Space	Under Review
25	Coast Highway Bridge	San Luis Rey River	Bridge Replacement	Replace existing structure	EIR in process
26	Villa Capri	1002 Costa Pacifica Way	Residential	3 Residential Condos	Entitled
27	308 N. Tremont	308 N. Tremont St.	Residential	3 Residential Condos	Pending Application
28	Fraser & Covell	378 Sportfisher Dr.	Residential	4 Single-Family Row Homes	Entitled
29	Hayek	405 N. Tremont	Residential	2 Units	Entitled
30	SDG&E Substation	Civic Center Dr. and Tremont St.	Utility	Utility Substation	Pending Application
31	Japanese Craft Brewery	Mission Ave., between Tremont St. and Cleveland St.	Commercial	Brewery	Pending Application
32	Chapman Condos	416 S. Meyers St.	Residential	2 Residential Condos	Entitled
33	523 S. Meyers	523 S. Meyers St.	Residential	7 Residential Condos	Entitled
34	602 S. Meyers	602 S. Meyers St.	Residential	2 Residential Condos	Under Construction
35	502 S. The Strand	502 S. The Strand	Residential	2 Single-Family Units	Under Construction
36	412 S. The Strand	412 S. The Strand	Residential	4 Residential Condos	Entitled
37	Pack Duplex	312 S. The Strand	Residential	2 Residential Condos	Entitled
38	217 S. Pacific St.	217 S. Pacific St.	Residential	2 Residential Condos	Entitled
39	218 S. The Strand	218 S. The Strand	Residential	2 Residential Condos	Entitled
40	North Beach Promenade – Lot 23	Cleveland St., between Civic Center Dr. and Pier View Way	Mixed-use	10,000 sf Retail 52 Residential Units 357 Parking Spaces	Entitled

Reference Number	Project Name	Project Location	Project Type	Project Description	Status
41	Windward Way	Windward Way and Meyers St.	Residential	3 Single-Family Homes	Entitled
42	Stone Terrace	724 N. Pacific St	Residential	4 Units	Entitled
43	Tin Fish Restaurant Patio	302 The Strand	Commercial	Patio Repairs	Pending Application

Type of Projects Considered

As described in Chapter 3 of this EIR, the proposed project would cause near- and long-term impacts, as the proposed project would include the phased construction and operation of the Complete Streets improvements as well as future construction and operational activities associated with the development and redevelopment enabled by the Incentive District. **Figure 4-1** shows the locations of the cumulative projects within the vicinity of the project area. **Table 4-2** lists current and proposed projects that could potentially contribute to cumulative impacts within the project area. As the specific projects that could be proposed in the long term are unknown at this time, long-term cumulative impacts were addressed qualitatively assuming development would occur in accordance with the City's General Plan and Zoning Ordinance.

4.2 Description of Cumulative Effects

Aesthetics

The geographic context for the analysis of cumulative impacts in regard to scenic vistas and scenic resources within a designated state scenic highway is defined as the project area and its immediate vicinity. A significant cumulative impact would occur if the project would significantly contribute to a reduction in quality of scenic vistas, or scenic resources within a designated state scenic highway. While there are 24 cumulative projects that would occur within or adjacent to Coast Highway (including commercial, mixed-use, and residential projects), operation of new or expanded development would not occur within Coast Highway's right-of-way. Thus, cumulative development, along with the proposed project, would not block existing public scenic views within the viewshed of the project of the Pacific Ocean, San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, or Oceanside Pier. The nearest designated state scenic highway is located over 30 miles from the project area, and therefore no cumulative or project impacts would occur to scenic resources within a designated state scenic highway. No cumulative impacts would occur related to scenic vistas and scenic resources within a designated state scenic highway.

The geographic context for the analysis of cumulative impacts with regard to visual character and quality consists of the project area and its immediate vicinity. A significant cumulative impact would occur if the project would significantly contribute to a cumulative impact to the overall visual character of the area. As shown in Table 4-2, cumulative development in the project's vicinity would include restaurants, hotels, and residential units, which would have the potential to change the visual character of the area. While the Incentive District could increase density and heights of buildings within some planning areas, future developments would include higher architecture and design standards, and the setting and character of the site and surrounding areas would not be substantially degraded. The quality of the visual character of the Incentive District would increase due to higher architectural and design standards. In addition, all future development would be required to comply with the City's Municipal Code, Local Coastal Program, and General Plan policies. Therefore, the proposed project, in conjunction with other cumulative projects, would not result in cumulative impacts related to visual character and quality.

The geographic context for analysis of cumulative impacts in regard to lighting and glare is the city of Oceanside. A significant cumulative impact related to aesthetics would occur if the cumulative projects would create new sources of substantial light and glare adversely affecting day- or nighttime views. The approved or planned cumulative development in the project's vicinity would include restaurants, hotels, and residential units, which would have the potential to create light and glare without the proposed project. The proposed project could contribute new sources of lighting from streetlights or glare from building materials, such as windows. However, the Incentive District would include design standards to minimize the proposed project's contribution to nighttime lighting. Project compliance and compatibility with the Municipal Code would limit the amount of unnecessary exterior illumination and glare. Similar to the proposed project, the cumulative projects would be required to comply with the city's existing regulations to minimize nighttime lighting. Therefore, a significant cumulative impact related to glare and lighting would not occur.

Significance Determination: Less than significant

Air Quality

This cumulative impacts section provides a cumulative impact analysis of the entire project (Complete Streets improvements and the Incentive District) separately for project construction and project operation. Construction and operation of the entire project would include future development projects that have not yet been proposed. Since the City has no control over the timing or sequencing of the cumulative projects, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction future development projects would be speculative. For this reason, the methodology to assess a project's cumulative impact differs from the cumulative impacts methodology employed for other environmental issue areas. For air quality, project-specific air quality significance thresholds are used to determine potential cumulative impacts to regional air quality.

The geographic scope for potential cumulative air quality impacts consists of the San Diego Air Basin (SDAB). The project would result in the emission of criteria pollutants during construction of the Complete Streets improvements and the development of the Incentive District. Based on the project-specific level of emissions, the project's cumulative impacts would be potentially significant because its maximum daily construction emissions could potentially exceed the SDAPCD screening level thresholds for maximum daily emissions. As detailed information regarding individual development projects within the Incentive District is not currently available, it cannot be determined with certainty that MM Incentive District AIR-1a through AIR-1c would reduce construction emissions from future development that could occur as a result of adoption of the Incentive District to a less than significant level. Additional feasible measures cannot be developed without knowing the exact timing or location of the construction projects. Because there is no way to accurately predict the intensity of construction associated with the Incentive District or the construction timing, this impact is considered cumulatively significant and unavoidable.

SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 4-1

Cumulative Projects

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Similarly, there is no way to accurately predict the intensity or timing of construction associated with the entire project and other non-Incentive District projects. As a result, cumulative construction impacts with respect to non-Incentive District projects are also considered cumulatively significant and unavoidable.

Operation of the potential development projects under the Incentive District would result in mobile source emissions generated by vehicle trips from future development and population growth. Operation of the Complete Streets improvements is not expected to result directly in an increase in emissions and would therefore not contribute to cumulative impacts. Per capita operational emissions from development projects under the Incentive District are expected to decline in future years relative to existing conditions, in particular mobile source exhaust pollutants from vehicles (i.e., mobile source volatile organic compound, oxides of nitrogen, and carbon monoxide (CO) emissions), due to improved vehicle emission standards and fuel economy standards that have been adopted by the USEPA and State of California (i.e., emissions standards through vehicle model year 2025). Nonetheless, future development that could occur as a result of adoption of the Incentive District could result in an increase in the total amount of vehicle miles traveled due to increased overall density, which may result in an overall increase in mobile source emissions, despite the improved transportation efficiency and per capita emissions reductions expected from mobile sources meeting increasingly more stringent vehicle emissions standards.

As detailed information regarding individual development projects within the Incentive District is not currently available, it cannot be determined with certainty that MM Incentive District AIR-2 would reduce impacts to a less than significant level. Additional feasible measures beyond the mitigation provided by MM Incentive District AIR-2 cannot be developed without knowing the exact nature of the proposed developments including but not limited to the types and sizes of the proposed uses and associated trip generation rates. Because there is no way to accurately predict the nature or intensity of development projects under the Incentive District, this impact is considered cumulatively significant and unavoidable.

Similarly, there is no way to accurately predict the intensity of development projects associated with the entire project and other non-Incentive District projects. As a result, cumulative operational impacts with respect to non-Incentive District projects are also considered cumulatively significant and unavoidable.

Significance Determination: Significant and unavoidable

Biological Resources

The Complete Streets improvements and the projects developed under the Incentive District may result in a minor loss of biological resources, such as the loss of nesting, foraging, and roosting habitat for migratory birds, raptors, and bats if trees or landscaping is removed. These impacts, when considered cumulatively with other past, present, and future projects within the region, are less than significant because of the developed nature of the Complete Streets improvements area and because ornamental vegetation and the urban/developed land cover type found within the Incentive District exists throughout the region and is of low value for biological resources.

Trees and landscaping within the area are ornamental and predominantly non-native. This type of vegetation and land cover type is abundant within the region and is of low value for biological resources relative to other habitat types; therefore, additional cumulative loss of this urban/developed land cover type would not be significant.

Indirect impacts to riparian habitats, sensitive natural communities, federally or state protected jurisdictional wetlands/waters, and wildlife movement corridors within the project area may occur. However, these impacts would not be cumulatively considerable given their indirect nature and the availability of mitigation measures that would be required to avoid impacts to riparian habitats, sensitive natural communities, federally or state protected jurisdictional wetlands/waters, and/or wildlife movement corridors.

The project would comply with the Multiple Habitat Conservation Program (MHCP) and City Subarea Plan which evaluate the local and regional value of biological resources on a regional level. Projects within the Incentive District and other projects within region would be subject to similar mitigation requirements, including no net loss to federally or state protected jurisdictional wetlands/waters, in accordance with the MHCP and City Subarea Plan.

The project area does not include any areas or habitats identified within these plans as locally or regionally important to biological resources. Increases in development and density within the project area would also have the potential to decrease development pressure in undeveloped areas outside of the project area that may have higher biological value, resulting in an overall beneficial impact to biological resources. For these reasons, the Incentive District would not contribute considerably to any negative cumulative impact to regionally important biological resources identified by the MHCP and the City's Subarea Plan.

Significance Determination: Less than significant

Cultural Resources

This analysis of cumulative impacts takes into consideration impacts on cultural and paleontological resources from implementation of both the Complete Streets improvements and any future projects within the Incentive District project area. The geographic area of analysis for cultural resources typically covers the region within which similar types of cultural and paleontological resources occur. In this case, the geographic scope of analysis encompasses the broadly defined coastal zone of northern San Diego County, roughly between La Jolla on the south, San Onofre on the north, and inland several miles to the foothills of the Peninsular Range. Prehistoric groups occupying this area focused to a large degree on littoral settings, particularly those associated with the estuaries at the mouths of the coastal drainages. A focus on coastal resources in these estuaries created archaeological patterns somewhat distinct from those of the county's southern coast and inland areas. A similar scope of analysis would be appropriate for paleontological resources, given the presence throughout the coastal zone of similar geological formations. This geographic scope of analysis is appropriate because the archaeological, historical, tribal, and paleontological resources within this area are expected to be similar to those that occur within the project area.

Multiple projects, mostly residential and mixed-use residential and commercial development, are proposed throughout the geographic scope of analysis, as shown in Table 4-2. Cumulative impacts to cultural resources could occur if any of these projects, in conjunction with the proposed project, would have impacts on resources that, when considered together, would be significant. However, the current projects would not affect any known cultural resources, including archaeological resources, historical-period built resources, tribal cultural resources, or human remains. While there is the potential for impacts to unknown cultural resources, such as those that might be discovered during ground disturbing activities during project implementation, MM Complete Streets CR-1 through CR-9 would ensure that impacts are reduced to less than significant. For the Incentive District portion of the project, which covers future projects within the Incentive District area, additional studies, as outlined in MM Incentive District CR-1 and CR-2, would be required prior project implementation. If any resources are identified within those project areas, mitigation measures would be developed to reduce impacts to less than significant. Taken together, implementation of these mitigation measures would ensure that the project would not have a cumulative impact on cultural resources.

Regarding paleontological resources, activities associated with the Complete Streets improvements do not have the potential to impact paleontological resources. The Complete Streets improvements would not contribute to cumulatively considerable impacts to paleontological resources. In regard to future projects that could occur under the Incentive District, excavation activities within the Incentive District area, in conjunction with other projects in the area, could contribute to the progressive loss of paleontological resources, as-yet unrecorded fossil sites, associated geological and geographic data, and fossil-bearing strata. However, for any future development and redevelopment project in the Incentive District area, MM Incentive District CR-3 requires appropriate studies to identify the potential for paleontological resources, and the development of appropriate mitigation to reduce impacts to paleontological resources. Given this, MM Incentive District CR-3 would ensure that cumulative impacts to paleontological resources would be less than significant.

Significance Determination: Less than significant

Geology, Soils, and Seismicity

Although the Oceanside area is located within a seismically active region with a wide range of geologic and soil conditions, these conditions can vary greatly within a short distance. Accordingly, geologic, soils, and seismic impacts tend to be site-specific and depend on the local geology and soil conditions. For these reasons, the geographic scope for potential cumulative geologic and seismic impacts consists of the project area and the immediate vicinity. Potential impacts related to geologic hazards in the project area are not additive with other cumulative projects and are therefore not cumulatively significant. Given the conditions within the project area, a hazardous geologic event at one site would not necessarily occur at or affect another. While a large landslide event could trigger other landslide events, the project area and surrounding off-site project area is relatively flat and would not contribute to a cumulatively significant impact. In addition, the proposed project and nearby cumulative projects would be required to comply with applicable provisions of the same laws and regulations. Through

compliance with these requirements, the potential for impacts would be reduced. As discussed in Section 3.5.2, the purpose of the California Building Code is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction; by design, it is intended to reduce the cumulative risks from buildings and structures. Therefore, based on compliance with these requirements, the incremental impacts of the proposed project combined with impacts of other projects in the area would not cause a significant cumulative impact related to seismic hazards, slope stability, or expansive soils.

The geographic context for the determination of cumulative impacts related to erosion or topsoil loss is also site-specific and limited to the project site and immediately adjacent areas. Future growth and redevelopment in the city could result in an increase in impermeable surfaces, alteration of drainage, and grading and clearance of vegetation. However, future development within the city would be required to comply with the City's Municipal Code (Chapter 6, Building Construction Regulations, and Chapter 40 Urban Runoff and Discharge Control), as well as regulations and policies associated with erosion or siltation, surface runoff, and adequate drainage capacity. Similar to the proposed project, cumulative projects would be required to be in compliance with the City's Grading Ordinance, Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, and, if greater than one acre, the Construction General Permit and Storm Water Pollution Prevention Plan (SWPPP). Thus, cumulative impacts related to erosion or topsoil loss would be less than significant.

Waste water disposal systems are also site-specific and not cumulative in nature. The proposed project would be served by the existing sewage system and would not include the installation of a septic system. Therefore, the proposed project would have no impact regarding soils incapable of adequately supporting septic tanks, and the impact would not be cumulatively significant.

Significance Determination: Less than significant

Greenhouse Gas Emissions

With respect to emissions of GHGs, potential impacts to climate change from increases in GHG emission are uniquely cumulative in nature (CAPCOA 2008). The California Natural Resources Agency has clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15064(h)(3)).[1] Therefore, the project-level analysis provided below serves as a cumulative impact assessment for GHG emissions.

Cumulative development of the entire project (Complete Streets improvements and the Incentive District) in the aggregate could result in a net increase in GHG emissions over current emission levels in excess of the County's proposed screening level threshold, which is 900 MT of CO_2e

[1] See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009, https://www.opr.ca.gov/docs/Transmittal_Letter.pdf, accessed December 2016.

(metric tons of carbon dioxide equivalent) per year. Therefore, implementation of the Complete Streets improvements and Incentive District could result in significant GHG emissions. Compliance with current and future Title 24 standards and MM Incentive District AIR-2 would result in development projects which are more energy-efficient than current development, relying on a wide array of strategies such as, possibly, solar water heating and photovoltaic roofs, Energy Star appliances, etc., resulting a reduction in GHG emissions as compared to current practices. There are no additional feasible mitigation measures available. Even with MM Incentive District AIR-2, the net increase in GHG emissions in the aggregate could exceed thresholds, and impacts are considered potentially cumulatively significant and unavoidable.

As the entire project would be considered potentially cumulatively significant and unavoidable, and since GHG impacts are exclusively cumulative in nature, operational impacts with respect to non-Incentive District projects are also considered potentially cumulatively significant and unavoidable.

Significance Determination: Significant and unavoidable

Hazards and Hazardous Materials

The geographic scope of analysis for cumulative hazards and hazardous materials impacts encompasses the Complete Streets improvements and Incentive District areas, along with nearby areas that could affect soil and groundwater conditions that would result in a cumulative impact. Future development within the Incentive District area and surrounding areas could require the use, transport, storage, and disposal of hazardous materials. However, hazardous materials releases tend to be largely limited to a specific site, and cumulative impacts would only occur at adjacent or overlapping sites. More importantly, all cumulative projects would be required to comply with all relevant and applicable federal, state, and local laws and regulations that pertain to the transport, storage, and disposal of hazardous materials and waste. In the event of an accidental release of hazardous materials, containment and cleanup would be conducted in accordance with existing applicable regulatory requirements. Similar to the Complete Streets improvements and the Incentive District, each cumulative project would also be required to prepare and implement a Hazardous Materials Business Plan that would require that hazardous materials used for construction be stored in appropriate containers, with secondary containment to contain a potential release. The California Fire Code would require measures for the safe storage and handling of hazardous materials. Furthermore, if cumulative projects disturb 1 acre or more, the projects would be required to comply with the Construction General Permit, which requires a SWPPP and BMPs to prevent pollutants from being released. Therefore, impacts related to the routine use and accidental release of hazardous materials would not be cumulatively considerable.

Impacts related to school sites, listing on a hazardous materials site, surrounding airports, and wildland fires also tend to be site-specific and not cumulative in nature. Potential risks identified for the proposed project or on other cumulative project sites would not affect potential risks elsewhere in the city. Cumulative impacts would be less than significant.

A cumulative impact related to emergency evacuation plans would occur if development within the project area and surrounding developments in the city would not provide adequate access to regional evacuation routes. As described within Table 4-2, a cumulative project includes replacement of the Coast Highway Bridge over the San Luis Rey River, which, in combination with the proposed project, could contribute to a cumulative impact to regional evacuation routes. As described within Section 3.7, Hazards and Hazardous Materials, the proposed project would include interference within roads, including lane closures and slow-moving construction equipment. However, MM Complete Streets TR-3 and MM Incentive District TR-1 would require a traffic control plan for all anticipated lane closures, ensuring adequate emergency access to the project area and surrounding uses. Cumulative projects would also be required to implement traffic control plans if lane closures or restrictions are anticipated. Therefore, the proposed project's contribution to a cumulative emergency response and evacuation impact would be less than cumulatively considerable.

Significance Determination: Less than significant

Hydrology and Water Quality

The geographic scope of analysis for cumulative impacts related to water quality and erosion and siltation includes the Carlsbad and San Luis Rey Hydrologic Units. Future cumulative projects have the potential to discharge pollutants, including erosion and siltation, off site during construction and operational activities, which could further degrade the receiving waters within these two hydrologic units. As shown in Table 3.8-1, the three water bodies within the project area are listed on the SWRCB 303(d) list of impaired water bodies. All three of these water bodies are located in the coastal areas of the hydrologic units, where pollutants have been discharged either locally or have traveled downstream from upper portions of the hydrologic units. However, Total Maximum Daily Loads (TMDL) for each of the listed pollutants have been established as a means to alleviate the impairments within the water bodies' surface water within a specific timeframe, which would improve overall conditions of impaired water bodies within the hydrologic units. Due to the conditions of the water bodies located within the project area, there is a significant cumulative impact to water quality.

The proposed project would comply with all applicable water quality regulations including but not limited to the Construction General Permit and SWPPP, City Municipal Code (Chapter 40 Urban Runoff and Discharge Control), SUSMP requirements, and the City's Grading Ordinance, which would reduce or eliminate the potential for pollutants to be discharged off site and into receiving waters. Therefore, the proposed project's contribution to the significant cumulative impact to water quality would not be cumulatively considerable.

The geographic scope of analysis for cumulative impacts related to surface runoff and drainage capacity is the city of Oceanside. The amount of surface runoff and the need for expanded storm drain facilities are directly related to the amount of impervious surface, which prevents runoff permeating the ground and increases the discharge rate. The city of Oceanside is urban and developed with impervious surfaces and has limited vacant parcels. Similar to the proposed project, future projects within the city would be either infill projects or redevelopment due to the

highly urbanized nature of the city. The amount of impervious surfaces would not substantially increase, as there is not a large quantity of vacant parcels that could be developed. In addition, similar to the project, future development would be required to incorporate low-impact development (LID) and operational best management practices (BMPs) as well as provide more open spaces and landscaping in the site design as a means to increase permeable surfaces. For these reasons, cumulative impacts associated with surface runoff and expansion of storm drain facilities would be less than significant.

The geographic scope of analysis for cumulative impacts related to groundwater recharge and supply is the Mission sub-basin of the San Luis Rey Valley Groundwater Basin. Future growth and redevelopment in the city could result in an increase in impermeable surfaces, which could reduce the amount of groundwater that infiltrates into the groundwater aquifer within the city. However, the Mission sub-basin is primarily developed, and future development and redevelopment would not substantially increase the amount of impervious surface within the sub-basin. Similar to the proposed project, future development and redevelopment within the Mission sub-basin would be required to undergo jurisdictional and CEQA review, which would allow the jurisdictions to control the rate of growth in accordance within the sub-basin's recharge rates and supply.

Future population growth within the city could increase demand on the City's groundwater supply as a source of drinking water. Similar to the proposed project, future development and redevelopment projects would be required to be consistent with the City's General Plan and also consistent with the population growth projected by the City's General Plan. Further, by tracking groundwater supply availability, it is reasonably assumed that the City of Oceanside would continue to keep pace with development growth within the city. Therefore, impacts related to groundwater supply and recharge would not be cumulatively considerable

The geographic scope of analysis for cumulative impacts related to flooding, dam and tsunami inundation, seiche, and mudflows is site-specific and not cumulative in nature. A hazardous geologic or hydrologic event at one site would not necessarily occur at or affect another. The proposed project would comply with all regulations and standards associated with flood, dam failure, and tsunami inundation hazards. There minimal potential for seiche to occur within the city's lagoons is such that there would not be a cumulative impact. While a large mudflow event could trigger other such events, the project area and surrounding off-site project area are relatively flat and would not contribute to a cumulatively significant impact. Therefore, the proposed project would have no impact regarding inundation hazards, seiche, and mudflows, and impacts would not be cumulatively significant.

Significance Determination: Less than significant

Land Use and Planning

The geographic context for the analysis of cumulative impacts related to land use and planning is the city of Oceanside. As shown in Table 4-2, 44 projects are proposed for development in the vicinity of the project area. These projects primarily include residential and mixed-use projects

with a few commercial projects and a bridge replacement project. Similar to the development enabled by the Incentive District, these projects would be developed within areas of the city for meant for residential, mixed-use, and commercial uses as designated in the General Plan and Zoning Ordinance. The city is primarily urban and developed, and cumulative projects would be built on already developed parcels or as infill developments, where the underlying land uses are already connected with surrounding land uses. The Coast Highway Bridge Replacement project would replace the existing bridge structure over the San Luis Rey River and would not result in the physical division of the surrounding communities. For these reasons, development of the cumulative projects, in conjunction with the proposed project, would not physically divide an established community.

Development and redevelopment projects within the city of Oceanside would be required to be consistent with the existing General Plan and Local Coastal Plan land use designations and applicable Zoning Ordinance designations. The City of Oceanside would review each cumulative project as part of the development review process to ensure consistency with the policies of the General Plan and Zoning Ordinances unless there is a proposed land use policy amendment to the General Plan and/or Zoning Ordinance with the project application. At the time that an amendment to a land use policy to the General Plan and/or Zoning Ordinance is submitted, the City would need to evaluate if the proposed change to the land use policy would result in environmental impacts. With the safeguards of the development review process in place, the cumulative projects, in conjunction with the proposed project, would not result in foreseeable environmental impacts associated with conflicting with applicable land use plans, policies, or regulations.

Significance Determination: Less than significant

Noise and Vibration

Construction

The construction of the project includes the near-term construction of the project-level Complete Streets improvements, and the construction of potential redevelopment under the Incentive District. As previously discussed, the improvements are slated to occur in specific locations with a scheduled near-term start date and expected end date. The potential development and redevelopment under the Incentive District could occur at any qualifying parcel in the commercial area of the Incentive District at any time. Since the timing or sequencing of individual projects cannot be ascertained with any certainty any quantitative analysis to ascertain the daily construction noise levels of multiple, concurrent construction would be speculative. However, the construction of the potential development under the Incentive District could start in the near-term. Therefore, it is possible that the Complete Streets project component and individual development projects implemented under the Incentive District could occur simultaneously, as well as in proximity to each other.

The geographic scope for the consideration of cumulative project construction noise impacts are primarily the areas immediately surrounding the project site (as specified for the improvements

and potentially occurring within the Incentive District boundary) and to a lesser degree, along designated haul routes where heavy construction truck traffic would travel during the project construction period. Generally, noise impacts are limited to the area directly surrounding the noise source, as noise attenuates with distance from the source, and only has the potential to combine with other noise sources occurring simultaneously in the immediate vicinity.

The proposed project's impacts, when viewed together with the environmental impacts from past, present, and probable future projects, could be cumulatively considerable if ambient noise increases above the threshold. The project construction noise (for the Complete Streets improvements and the Incentive District) was determined to not expose persons to, or generate, noise levels in excess of standards established in the local General Plan or Noise Ordinance, or applicable standards of other agencies. Therefore, noise impacts would be less than significant. However, due primarily to the dense development of the project area, project construction noise would be near sensitive receptors, likely resulting in a substantial temporary increase in ambient noise. Therefore, these impacts would be considered significant.

Implementation of mitigation measures would reduce construction noise impacts. However, mitigation measures may not be feasible to implement at all locations at all times during construction activities, due to potential physical constraints at a location which allow for line of sight between a noise source and a residence. Therefore, impacts would be potentially significant and unavoidable with regard to a temporary substantial increase in ambient noise levels. Therefore, project construction noise would be of the magnitude to potentially combine with other cumulative projects potentially located in immediate proximity to the project site to cumulatively substantially temporarily increase the ambient noise environment in the project area. Therefore, project construction could be a cumulatively considerable noise impact.

The Complete Streets improvements would occur within existing roadway intersections and street segments, which are more than 25 feet from structures and inhabited buildings. Therefore, construction vibration levels would be less than the threshold (strongly perceptible to human), and the impact would be less than significant. However, construction activities associated with the Incentive District could result in temporary significant ground-borne vibration impacts that exceed the threshold of human perception to sensitive receptors located within 25 feet. Implementation of MM Incentive District NOI-1 would avoid construction ground-borne vibration impacts associated with implementation of the Incentive District. Due to the rapid attenuation characteristics of ground-borne vibration, and distance separating construction associated with the project and any other cumulative projects, there is not a likely potential for cumulative vibration impacts. Implementation of MM Incentive District NOI-1 would avoid construction ground-borne vibration impacts associated with implementation of the Incentive District. Therefore, cumulative vibration impacts would be less than significant.

Operation

The operation of the project includes the operation of the project-level Complete Streets improvements and the operation of the potential redevelopment under the Incentive District.

Typically, operational noise sources include stationary sources (e.g., HVAC systems of buildings) and/or mobile sources (e.g. vehicle trips).

The Complete Streets improvements would not construct any facilities with stationary noise sources (e.g., buildings) nor generate new vehicle trips; and therefore, would not introduce a new stationary or mobile operational noise sources. Therefore, there would be no operational noise impacts associated with the Complete Streets improvements. Implementation of the Incentive District would include the construction of new land uses which would include operational stationary noise sources and operational mobile sources from new vehicle trips.

Stationary noise sources associated with the Incentive District would generate operational noise from stationary equipment on each potential development site. Because noise attenuates with distance from its source, noise impacts from stationary sources would be limited to each of their respective sites and their vicinities. For this reason, the noise associated with stationary noise sources resulting from development under the Incentive District would not contribute to a cumulative stationary noise impact.

Vehicular traffic associated with the Incentive District would generate mobile operational noise. This analysis first considers whether noise associated with future traffic is an overall cumulative impact. It also considers to what degree the project would contribute to that cumulative noise impact and if that contribution is cumulatively considerable. Cumulative impacts from long-term mobile operational noise pertains to changes in roadway noise levels that could result from future traffic volumes associated with anticipated regional growth, including that under the Incentive District, along with traffic redistribution from the Complete Streets component of the project (**Table 4-3**). The incremental change for each street segment is compared to the significance threshold of 5 dBA CNEL. As shown in Table 4-3, the threshold would be exceeded for two street segments: along Wisconsin Avenue, between Freeman Street and Ditmar Street (5.1 dBA, CNEL) and along Washington Avenue, west of Coast Highway (5.7 dBA, CNEL). Therefore, future noise levels in these specific locations would be cumulatively significant.

TABLE 4-3
TRAFFIC NOISE IMPACTS – FUTURE (2035) CUMULATIVE INCREMENT

	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
Roadway Segment	**Existing (A)**	**Future with Project (B)**	**Cumulative Increment (B-A)**	**Exceed Threshold?**
Coast Highway				
Between SR-76 Ramps and Surfrider Way	68.2	70.2	2.0	No
Between Surfrider Way and Civic Center Drive	66.3	68.3	2.0	No
Between Civic Center Drive and Pier View Way	66.3	68.4	2.1	No
Between Pier View Way and Mission Way	66.0	68.2	2.2	No
Between Mission Way and Seagaze Street	66.4	68.2	1.8	No
Between Seagaze Street and Missouri Avenue	66.7	67.0	0.3	No
Between Missouri Avenue and Washington Avenue	66.5	66.8	0.3	No
Between Washington Avenue and Wisconsin Avenue	66.5	67.1	0.6	No

TABLE 4-3
TRAFFIC NOISE IMPACTS – FUTURE (2035) CUMULATIVE INCREMENT

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Existing (A)	Future with Project (B)	Cumulative Increment (B-A)	Exceed Threshold?
Between Wisconsin Avenue and Oceanside Boulevard	67.3	68.3	1.0	No
Between Oceanside Boulevard and Morse Street	67.4	69.0	1.6	No
Between Morse Street and Cassidy Street	66.9	68.6	1.7	No
Between Cassidy Street and Vista Way	67.5	69.1	1.6	No
Between Vista Way and Eaton Street	67.0	69.0	2.0	No
Vista Way				
Between Broadway Street and Coast Highway	60.5	62.3	1.8	No
Between Coast Highway and Ditmar Street	67.3	68.7	1.4	No
Cassidy Street				
Between Broadway Street and Tremont Street	61.9	62.8	0.9	No
Between Tremont Street and Coast Highway	63.0	64.4	1.4	No
Between Coast Highway and Freeman Street	62.2	63.8	1.6	No
Between Freeman Street and Ditmar Street	62.0	60.2	-1.8	No
Morse Street				
Between Coast Highway and Freeman Street	60.2	63.9	3.7	No
Between Freeman Street and Ditmar Street	57.3	61.4	4.1	No
Oceanside Boulevard				
Between Tremont Street and Coast Highway	62.9	64.4	1.5	No
Between Coast Highway and Ditmar Street	68.4	68.7	0.3	No
Wisconsin Avenue				
Between Tremont Street and Coast Highway	63.3	65.3	2.0	No
Between Coast Highway and Freeman Street	59.9	63.0	3.1	No
Between Freeman Street and Ditmar Street	59.9	65.0	5.1	**Yes**
Washington Avenue				
West of Coast Highway	53.3	59.0	5.7	**Yes**
East of Coast Highway	53.0	56.5	3.5	No
Missouri Avenue				
West of Coast Highway	55.4	54.6	-0.8	No
East of Coast Highway	53.2	55.8	2.6	No
Michigan Avenue				
West of Coast Highway	60.2	61.2	1.0	No
East of Coast Highway	57.6	59.6	2.0	No
Seagaze Street				
Between Tremont Street and Coast Highway	63.9	66.1	2.2	No
Between Coast Highway and Freeman Street	64.5	63.0	-1.5	No
Between Freeman Street and Ditmar Street	64.5	66.8	2.3	No
Mission Avenue				
Between Cleveland Street and Coast Highway	63.1	64.9	1.8	No
Between Coast Highway and Horne Street	64.0	64.5	0.5	No

TABLE 4-3
TRAFFIC NOISE IMPACTS – FUTURE (2035) CUMULATIVE INCREMENT

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Existing (A)	Future with Project (B)	Cumulative Increment (B-A)	Exceed Threshold?
Pier View Way				
West of Coast Highway	59.8	62.0	2.2	No
Between Coast Highway and Horne Street	58.8	55.1	-3.7	No
Civic Center Drive				
West of Coast Highway	57.8	60.9	3.1	No
East of Coast Highway	59.8	60.7	0.9	No
Surfrider Way				
West of Coast Highway	62.8	64.7	1.9	No
East of Coast Highway	58.8	61.5	2.7	No
Vandergrift Boulevard				
North of San Rafael Drive	71.7	72.4	0.7	No
South of San Rafael Drive	71.6	72.3	0.7	No
State Route 76				
West of I-5 SB On-Ramp	71.1	72.7	1.6	No
East of I-5 SB On-Ramp	72.1	73.5	1.4	No
Mission Avenue				
West of I-5 SB Off-Ramp	72.0	68.9	-3.1	No
East of I-5 SB Off-Ramp	70.6	68.1	-2.5	No
Oceanside Boulevard				
West of I-5 SB On/Off-Ramp	70.6	70.3	-0.3	No
East of I-5 NB On/Off-Ramp	70.6	71.1	0.5	No
California Street				
West of Soto Street/I-5 NB On-Ramp	62.1	59.2	-2.9	No
Cassidy Street				
East of I-5 SB On-Ramp/I-5 SB Off-Ramp	64.3	61.1	-3.2	No
Vista Way				
West of I-5 SB On/Off-Ramp	73.0	72.5	-0.5	No

[a] Based on noise levels at 25 feet distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018

The project's contribution to the cumulative noise impacts along these roadway segments can be determined by comparing projected Future (2035) traffic noise levels without the project to the Future (2035) traffic noise levels with the project (see Table 4-3). The project's contribution to increases in future noise levels along Wisconsin Avenue between Freeman Street and Ditmar Street is predicted to be 5.1 dBA CNEL and the project's contribution to increases in future noise levels along Washington Avenue west of Coast Highway is predicted to be 5.7 dBA CNEL. In both locations, the project's contribution would be perceptible (greater than 3 dBA) and would

exceed the 5 dBA noise significance threshold. Therefore, the project contributes considerably to the significant cumulative impacts for the Future (2035) traffic noise conditions along these two street segments. This is considered a significant impact of the project.

Sound walls are often used to address roadway noise impacts. However, due to the need for access points (for example, driveways to residences and street access to the Saint Mary Star of the Sea School), a wall could not be continuous and would not effectively shield the noise-sensitive uses from the roadway noise. In addition, the addition of sound walls would not be desirable, as they would detract from the community character and visual quality of these neighborhoods. For these reasons, the addition of continuous sound walls to address these identified impacts would not be desirable or feasible. No other effective mitigation approaches are available. For these reasons, the project's contribution to cumulative noise impacts along Wisconsin Avenue (between Freeman Street and Ditmar Street) and Washington Avenue (west of Coast Highway) is considered cumulatively considerable and significant and unavoidable.

As previously discussed for project operation vibration, operational vibration impacts of the Complete Streets improvements at the off-site receptors would be consistent with the existing ambient vibration velocity levels. Operational vibration impacts of the Complete Streets improvements would be less than significant. Ground-borne vibration generated by the Incentive District development would be similar to the existing vibration generated by existing operational sources (i.e., similar to traffic vibration on adjacent roadways) in the vicinity. The potential vibration impacts from all operation activities at the closest structure locations would be less than the significance threshold of human perception. Therefore, vibration impacts associated with operation of the projects developed under the Incentive District provisions would be below the significance threshold, and operational impacts would be less than significant. Due to the rapid attenuation of ground-borne vibration, vibration levels similar to ambient levels, and distance separating development associated with the project and any other cumulative projects, there is no potential for cumulative vibration impacts. Therefore, cumulative vibration impacts would be less than significant.

Significance Determination: Significant and unavoidable

Population and Housing

The geographic context for the analysis of cumulative impacts associated with population and housing is the city of Oceanside. As the Complete Streets component of the project would not result in any effects on population growth or housing stock, either indirectly or directly, it would not result in any contribution to cumulative environmental impacts related to population or housing. Regarding the proposed Incentive District, this project component could result in an increase in the city's population since the intent of the Incentive District is to provide a stimulus in the project area to encourage the City's preferred development type and pattern. However, the relative growth that could occur under the Incentive District could also occur under current land use regulations, although there might be slight shifts of intensity from site to site.

The potential environmental impacts that could result from future growth, both within the Incentive District boundaries and in the surrounding areas of the city, have been considered in the environmental topical analyses in this EIR (e.g., traffic, air quality, biological resources, etc.). Additional sources of growth or development that could increase or exacerbate these considered effects are not known and/or have not been identified. For these reasons, the proposed project would not result in any additional cumulatively considerable environmental impact associated with population and housing that have not been identified elsewhere in this environmental document.

Significance Determination: Less than significant

Public Services

The geographic context for the analysis of cumulative impacts related to public services is the city of Oceanside. Implementation of the proposed project in combination with cumulative development in the city could result in an increased demand for public services. However, the City has established a fee structure for all future and cumulative projects to ensure that the City can continue to provide public services and can strive to maintain established service ratios, response times, and other performance objectives for fire and police protection, schools, and other public facilities with future population growth envisioned under the General Plan.

If cumulative projects accelerate development as compared to conditions without the Incentive District, additional fees would be collected. These fees would then provide for the development of additional facilities to service the new development and population. However, the specific location, timing, and nature of these additional facilities are not known at this time. While consideration of the environmental effects of these future facilities within the city would be speculative and is not within the scope of this CEQA document, the environmental effects of the future development of those facilities would be required to adhere to the requirements of CEQA when they are proposed by the City of Oceanside in the future. Because all future project applicants proposing residential and non-residential projects in the city would be required to pay fees that would fund additional facilities to serve the new population, it can be reasonably assumed that the City of Oceanside would continue to keep pace with the population growth within the city such that demand and performance objectives of these facilities would be met. As each individual development is proposed, the City would have the opportunity to review and consider their effect to public services. Therefore, with these parameters and safeguards, cumulative impacts related to new or altered public facilities would be less than significant.

Significance Determination: Less than significant

Recreation and Parks

The geographic context for the analysis of cumulative impacts related to recreational facilities is the city of Oceanside. While the city currently has a small deficit in the amount of parkland required to maintain the parkland standard, the City has established a fee structure to ensure that the City can generally maintain the established parkland standard of 5 acres per 1,000 residents

with future population growth. Future residential development would be required to pay the City's park fees in order to provide funding for new park and recreational facilities.

Adoption of the Incentive District would provide optional regulations and standards which a developer or property owner may choose in lieu of the existing underlying zoning. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, which could result in an increase in the city's population. The intent of the Incentive District is to provide a stimulus in the project area to encourage the City's preferred development type and pattern in the project area. However, the growth that could occur under the Incentive District would be required to be consistent with the City's General Plan and thus, would not exceed the population growth anticipated by the General Plan.

If growth is accelerated within the city as a result of adoption of the Incentive District, the parks fee would allow for the additional development of parks and recreation facilities. However, the specific location, timing, and nature of these additional park facilities are not known at this time. The consideration of the environmental effects of future parks and recreation facilities that may be proposed by the City (but which are currently unplanned) would be speculative and, for this reason, are not within the scope of this EIR. However, the environmental effects of the future development of those facilities would be required to adhere to the requirements of CEQA at the time of development.

With the payment of the parks fee, future development and redevelopment within the city as a whole would provide for adequate parks and recreation facilities and ensure that the substantial physical deterioration of parks and recreation facilities would not be accelerated. The proposed project would not significantly contribute to cumulative environmental effects resulting from the development of other park and recreation facilities since there are not any known park and recreation projects currently proposed within the city that could result in these types of impacts. For these reasons, the proposed project would not result in a cumulatively considerable environmental impact to parks and/or recreational facilities.

Significance Determination: Less than significant

Transportation and Traffic

The geographic context for the analysis of cumulative impacts related to transportation is the study area defined in the TIA. As shown in Table 4-2, development within the city consists primarily of residential projects with a few commercial projects and a bridge replacement project. The analyses provided in Issue 1 (conflicts with applicable circulations plans) and Issue 2 (conflicts with an applicable congestion management plan) in Section 3.14 of this EIR include the analysis of cumulative impacts associated with other projects within the TIA study area both in the near and long term. Refer to those discussions for the proposed project's potential cumulative impacts and mitigation measures. As stated in Section 3.14, implementation of the proposed project would result in significant and unavoidable impacts to two intersections in the Future Conditions with Project scenario. Therefore, the project's contribution to cumulative traffic impacts at the intersections at Coast Highway and Wisconsin Avenue and Vista Way and Stewart Street are considered cumulatively considerable and would be significant and unavoidable.

Similar to the project, cumulative development would be required to provide proper notification in compliance with Oceanside Municipal Airport Land Use Compatibility Plan when applicable. Therefore, cumulative impacts to air traffic patterns would not occur.

While there would be a general increase in vehicle traffic under cumulative conditions, the proposed project would not create potentially hazardous traffic safety conditions (including for emergency vehicles), or otherwise interfere with emergency vehicle accessibility to the site and adjoining areas. Thus, the project would not contribute a significant cumulatively considerable contribution to impacts to traffic safety hazards or emergency access.

A cumulative impact to alternative transportation facilities could occur if future development projects removed alternative transportation facilities, such as bus stops or bike racks, or did not provide additional alternative transportation facilities to accommodate the residents of the city. However, the proposed project would provide continuous bicycle lanes throughout the Coast Highway corridor, improve pedestrian safety with mid-block crosswalks throughout the corridor to provide multiple crossing points, and enhance pedestrian travel with streetscaping. Further, the proposed project could allow for a higher density of residential uses near existing transit centers within the city, which would provide regional access to alternative transportation to residents. Thus, the project would not contribute a significant cumulatively considerable contribution to alternative transportation impacts.

Significance Determination: Significant and unavoidable

Utilities and Service Systems

The geographic context for the analysis of water and wastewater capacities and facilities as well as storm water drainage facilities is the city of Oceanside. The proposed project, in combination with cumulative projects, would lead to an increase in water demand and wastewater generation. The City, as the provider of water and wastewater facilities, would confirm availability of adequate water supply, water treatment capacity, and wastewater treatment capacity prior to future project approval. In addition, the City has established a fee structure for all projects to ensure that the City can continue to maintain water and wastewater connections and drainage facilities. The fees would apply to all projects developed under the Incentive District as well as the projects listed in the cumulative projects list. These fees would then provide for the development of additional facilities to service the new development and population. In addition, the City anticipates growth within its boundaries, including the projects listed in the cumulative projects list and projects that could be developed within the boundaries of the Incentive District. This anticipated growth is generally in line with the pace of growth that is already anticipated by the City. The City would also continue to monitor population growth and update its 5-year master plans and capital improvement plans to adjust to changes in growth and development trends and economic conditions. With these factors, it can be reasonably assumed that the City of Oceanside would continue to keep pace with the population growth within the city such that demand and performance objectives of water, wastewater, and storm drainage systems are met. Therefore, with these parameters and safeguards, cumulative impacts related to new or altered water, wastewater, or drainage facilities would be less than significant.

The geographic context for the analysis of cumulative impacts in regard to landfill capacity is the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept 16,054 tons per day, or 112,378 tons per week. Based on waste generation projections from the areas the landfill serves calculated against the landfill's footprint and unused waste capacity, the landfill has an anticipated closure date of 2045 (Riverside County 2017). The cumulative projects listed in Table 4-2 and the proposed project, as well as all future projects within the city of Oceanside, would be subject to the City's Zero Waste Plan, which has a goal to divert 75 percent of waste to landfills by 2020. The implementation of the Zero Waste Plan would extend the expected lifetime of the El Sobrante Landfill. Because the El Sobrante Landfill has a significant excess capacity, which is provided till a closure date that is more than 25 years into the future, the effect of the proposed project and the cumulative projects is nominal. Potential growth in the city of Oceanside, including development under the Incentive District and the cumulative projects list, is well within the capacity and projected waste acceptance parameters of the El Sobrante Landfill and the waste diverted to the landfill, on a per capita basis, is expected to continue to decline. Therefore, the proposed project, in combination with cumulative projects, would not have a cumulative impact on landfill capacity.

Significance Determination: Less than significant

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CHAPTER 5
Alternatives

The Coast Highway Corridor Study Project, as proposed by the City, has been described and analyzed in the previous chapters of this Environmental Impact Report (EIR) with an emphasis on potentially significant impacts and recommended mitigation measures to reduce these impacts. This chapter's purpose is to describe and analyze a range of reasonable alternatives that could feasibly attain most of the objectives of the proposed project while avoiding or substantially lessening one or more of the significant effects of the project (California Environmental Quality Act [CEQA] Guidelines, Section 15126.6[a]). This chapter also includes analysis of the No Project Alternative, as required by CEQA.

5.1 Requirements for Alternative Analysis

CEQA does not prescribe fixed rules governing the type of alternatives to a project that should be analyzed in an EIR; the nature of alternatives varies depending on the context of the project being analyzed. As expressed by the California Supreme Court: "CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its facts, which in turn must be reviewed in light of the statutory purpose" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564).

Section 15126.6(a) of the CEQA Guidelines provides that:

> *[a]n EIR shall 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. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

Under these principles, an EIR needs to describe and evaluate only those alternatives necessary to permit a reasonable choice and "to foster meaningful public participation and informed decision making" (CEQA Guidelines Section 15126.6[f]). Consideration of alternatives focuses on those that can either eliminate significant adverse environmental impacts or substantially reduce them. Alternatives considered in this context may include those that are costlier and those that could impede to some degree the attainment of the project objectives (Section 15126.6[b]). CEQA does

not require the alternatives to be evaluated at the same level of detail as the proposed project. Rather, the discussion of alternatives must include sufficient information about each alternative to allow "meaningful evaluation, analysis, and comparison with the proposed project" (CEQA Guidelines, Section 15126.6[d]).

The range of alternatives required in an EIR is therefore governed by a "rule of reason" that requires an EIR to set forth only those alternatives necessary to allow a reasoned choice (CEQA Guidelines, Section 15126.6 [f]). An EIR need not consider every conceivable alternative to a project. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are not feasible, or do not avoid or substantially lessen any significant environmental effects (CEQA Guidelines, Section 15126.6[c]). Moreover, under CEQA, a lead agency may structure its alternatives analysis around a reasonable definition of a fundamental underlying purpose and need not study alternatives that cannot achieve that basic goal (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165).

CEQA also requires that alternatives be feasible. Feasible is defined in CEQA as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (PRC Section 21061.1). The CEQA Guidelines elaborate that factors that may be taken into account when addressing the feasibility of alternatives include: site suitability, economic viability, availability of infrastructure, other plans or regulatory limitations, and jurisdictional boundaries and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (CEQA Guidelines, Section 15126.6[f]). Finally, alternatives should also avoid or substantially lessen one or more of the significant environmental impacts that could occur under the proposed project.

In addition to the requirements described above, CEQA requires evaluation of the "No Project Alternative," which analyzes the environmental effects that would occur if the project were not to proceed (CEQA Guidelines, Section 15126.6[e]). The purpose of describing and analyzing the No Project Alternative is to allow the City to compare the impacts of approving the proposed project to the impacts of not approving the proposed project. Moreover, the EIR is required to identify the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, CEQA also requires that the EIR identify an environmentally superior alternative among the other alternatives (CEQA Guidelines, Section 15126.6[e]).

5.2 Review of Significant Environmental Impacts

Based on the CEQA Guidelines, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include: (1) the nature of the significant impacts of the proposed project, (2) the ability of alternatives to avoid or lessen the significant impacts associated with the project, (3) the ability of the alternatives to meet the objectives of the project, and (4) the feasibility of the alternatives.

The alternatives examined in this chapter would lessen at least some of the significant air quality, biological resources, cultural resources, noise and vibration, traffic and transportation, and cumulative impacts associated with implementation of the proposed project, while still meeting the project objectives. Implementation of the proposed project would result in significant and unavoidable impacts related to the following environmental topical areas:

- **Section 3.2, Air Quality** – Because there is no way to accurately predict the intensity of development projects under the Incentive District or their implementation timing, construction and operations associated with the Incentive District would result in significant and unavoidable impacts related to violation of an air quality standard.

- **Section 3.6, Greenhouse Gas Emissions** – Given the amount of development that could occur with implementation of the Incentive District, it is reasonable to assume that in the aggregate, development projects could eventually result in a net increase in greenhouse gas (GHG) emissions over current emissions levels in excess of the County's proposed screening level threshold, which is 900 metric tons (MT) of carbon dioxide equivalents (CO_2e) per year. Because there is no way to accurately predict the intensity of development projects under the Incentive District, the net increase in GHG emissions in the aggregate could exceed thresholds, and impacts are considered significant and unavoidable.

- **Section 3.10, Noise and Vibration** – Project-related noise increases would result in a significant impact along one roadway segment, Michigan Avenue east of Coast Highway in Future (2035) with Project Conditions, and there is no feasible mitigation at this location based existing land uses. In addition, the project would also significantly contribute to significant noise impacts along Wisconsin Avenue between Freeman Street and Ditmar Street and Washington Avenue west of Coast Highway in Future (2035) Cumulative conditions. Therefore, future noise levels in these specific locations would be cumulatively significant. Thus, noise impacts would be significant and unavoidable along three roadway segments as a result of project implementation.

  Sound walls are often used to address roadway noise impacts. However, because of the need for access points (for example, driveways to residences and commercial uses and street access to the Saint Mary Star of the Sea School), a wall could not be continuous and would not effectively shield the noise-sensitive uses from the roadway noise. Also, the addition of sound walls would not be desirable as they would detract from the community character and visual quality of these neighborhoods. For these reasons, the addition of continuous sound walls to address these identified impacts would not be optimal or feasible. No other effective mitigation approaches are available. For these reasons, the project would result in significant and unavoidable traffic noise impact to Michigan Avenue east of Coast Highway. In addition, the project's contribution to cumulative noise impacts along Wisconsin Avenue (between Freeman Street and Ditmar Street) and Washington Avenue (west of Coast Highway) is considered cumulatively considerable and significant and unavoidable.

  Further, implementation of the Incentive District would result in significant and unavoidable impacts associated with substantial temporary increases in ambient noise levels during construction of some of the projects implemented under the Incentive District. While temporary noise barriers would be required in feasible locations (MM Incentive District NOI-3), they may not be feasible to implement at all locations at all times during construction activities, due to potential physical constraints at a location that do not block the line of sight between a noise source and a residence. Therefore, impacts would be potentially significant

and unavoidable with regard to a temporary substantial increase in ambient noise levels for these individual construction projects implemented under the Incentive District.

- **Section 3.14, Traffic and Transportation** – Because there are no feasible mitigation measures, implementation of the project would result in significant and unavoidable impacts to the intersections at Coast Highway & Wisconsin Avenue, Coast Highway & Cassidy Street, Oceanside Boulevard & I-5 Southbound On-/Off-Ramps, and Vista Way & I-5 Southbound On-/Off-Ramps under the Future Conditions[1] + Project traffic scenario.

This chapter includes a discussion of whether each alternative would lessen these impacts. As the lead agency, the City will decide whether to proceed with the proposed project or whether to accept or reject any of the alternatives identified in this chapter. As required by the CEQA Guidelines, if the City ultimately rejects an alternative, the rationale for the rejection will be presented in the findings that are required to be made before the City certifies the EIR and takes action on the project.

5.3 Alternatives Not Further Evaluated in This EIR

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are clearly infeasible. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines, Section 15126.6(f)(3)).

An alternative site or location for the project need not be considered when its implementation is "remote and speculative" such as the site being out of the purview of the lead agency or beyond the control of a project applicant. Alternative sites were not selected for evaluation. CEQA Guidelines Section 15126.6(f)(2) specifies that the key question with alternative sites is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location." While other similar-sized areas of land could be found, based on the known general conditions in the area and the magnitude of the proposal, an alternative site in the area would have the same or similar significant impacts after mitigation as the project. Given the desire for infill development that matches the surrounding residential communities in density and character and the desire to transform Coast Highway with the Complete Streets improvements, finding another site that meets these goals is impractical.

5.4 Summary of Alternatives Analyzed

The No Project Alternative and four project alternative scenarios, representing a range of reasonable alternatives to the proposed project, were selected for detailed analysis. The goal for evaluating these alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed project, while attaining most of the project objectives. The following provides a summary of each of the alternatives

[1] Future Conditions were modeled for the year 2035 for all traffic scenarios in the TIA (IBI 2018).

analyzed. More detailed descriptions of each of the alternatives is provided in the introductions to Sections 5.5 through 5.9.

- **No Project Alternative**, in which no project or project alternative would be adopted. The project area would remain as it is in existing conditions where Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established.
- **Alternative 1**, which would include Complete Streets improvements to extend from Harbor Drive to Oceanside Boulevard. The roadway would remain four lanes between Oceanside Boulevard and Vista Way, although streetscape improvements would continue to occur the length of the corridor. In addition, the Incentive District would be adopted.
- **Alternative 2**, which would include Complete Streets improvements to extend from Harbor Drive to Morse Street. The roadway would remain four lanes between Morse Street and Vista Way, although streetscape improvements would continue to occur the length of the corridor. In addition, the Incentive District would be adopted.
- **Alternative 3,** which would include Complete Streets improvements to extend from Harbor Drive to Morse Street. The roadway would remain four lanes between Morse Street and Vista Way, although streetscape improvements would continue to occur the length of the corridor. In addition, the Incentive District would be adopted but its southern boundary would also terminate at Morse Street.
- **Alternative 4**, which would include Complete Streets improvements the length of the corridor (Harbor Drive to Vista Way), as is included in the proposed project. However, in this alternative the Incentive District would not be adopted.

Section 5.10 provides a comparative summary of the alternatives, including a summary of the ability of the alternatives to meet the project objectives and a summary comparison of the potential impacts associated with the alternatives and the proposed project.

As described in Section 3.10, Noise and Vibration, the proposed project would result in a significant and unavoidable impact related to a substantial permanent increase in ambient noise levels along one roadway segment, Michigan Avenue east of Coast Highway in Future (2035) with Project Conditions. In addition, the project would also significantly contribute to significant noise impacts along Wisconsin Avenue between Freeman Street and Ditmar Street and Washington Avenue west of Coast Highway in Future (2035) Cumulative conditions. Therefore, future noise levels in these specific locations would be cumulatively significant. Due to the configuration of existing land uses in this area, these impacts could not be avoided with the addition of sound walls or other attenuation approaches because existing land uses would not allow room for continuous sound barriers. As well, this type of mitigation approach would also not be desirable from an aesthetic nor a community character perspective.

Although the aim in selecting alternatives is to decrease significant impacts associated with the project, noise impacts associated with increased volumes along Michigan Avenue (east of Coast Highway), Wisconsin Avenue (between Freeman Street and Ditmar Street), and Washington Avenue (west of Coast Highway) are not able to be addressed by a project alternative that also achieves the project's objectives. The forecasted increases in traffic volumes and associated traffic noise along these segments are primarily due to the proposed implementation of the raised

median along Coast Highway preventing vehicle turning movements to access cross streets, as part of the Complete Streets improvements project. Washington Avenue and Wisconsin Avenue are both proposed to have full access in terms of turning movements at Coast Highway due to the presence of roundabouts at each intersection. This condition results in a redistribution of left turns from other nearby intersections (for example, Missouri Avenue and Minnesota Avenue) to these roadways for local circulation.

Goal 1 of the project is aimed at converting Coast Highway into a “Complete Streets" with traffic-calming measures. In this case, the Complete Streets components of the raised medians and roundabouts are causing the redistribution of traffic such that a noise impact is cased along the noted segments of Wisconsin Avenue and Washington Avenue. IBI and the City have explored other approaches to retain the Complete Streets improvements and traffic-calming aspects of the project while also avoiding this significant impact and no feasible alternatives have been identified. However, no alternatives have been identified to address this impact while also incorporating the Complete Streets improvements and traffic-calming aspects of the project. Therefore, there is not the possibility of reducing forecasts along these two segments under any Complete Streets scenario. For these reasons, alternatives which alleviate the significant and unavoidable noise impacts related to volume increases but do not satisfy the project objectives were not addressed in more detail in the alternatives analysis.

The proposed project would also result in significant and unavoidable impacts in regard to a temporary substantial increase in ambient noise levels. Because these are construction-related impacts and all alternatives would require construction it is not feasible to explore alternatives to address these potentially significant impacts.

5.5 Environmental Analysis of the No Project Alternative

Under this alternative, the project area would remain as it is under existing conditions. Coast Highway would consist of four travel lanes, and the special management area for the Incentive District would not be established. In addition, under the No Project Alternative, no roundabouts, mid-block crosswalks, raised medians, continuous bicycle lanes, or enhanced streetscaping would be provided. The amount of public parking would remain the same as existing conditions.

Instead of allowing the use of the optional Incentive District development regulations and guidelines, the project area would continue to be developed and/or redeveloped using the existing land use designations from the City’s General Plan and the existing Zoning Ordinance. As directed by Section 15126.6(a)(3)(A) of the CEQA Guidelines, when a project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the No Project Alternative will be the continuation of the existing plan, policy, or operation into the future. Thus, in the following sections, the impacts that would be reasonably anticipated to occur with development under the existing Zoning Ordinance and General Plan are compared to the anticipated impacts of development under the proposed Incentive District (as identified in Chapter 3 of this EIR).

The following sections provide an analysis of the No Project Alternative. Under the No Project Alternative, the Complete Streets improvements project component would not occur. Further, private development would continue to be allowed under existing Municipal Code, Zoning Ordinance, and General Plan policies and regulations. The below analyses compare the anticipated development and growth that would be reasonably expected to occur under the existing regulations to the development that is projected to occur under the proposed Incentive District.

5.5.1 Aesthetics

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements. However, private development projects would continue to be approved and constructed on a project-by-project basis consistent with the existing zoning and development regulations in the Incentive District area. A special management area for the Incentive District would not be created; as previously described in Chapter 2, form-based design and development standards included in the Incentive District would encourage pedestrian-scale and architectural variation of buildings advocated in the Vision Plan. With or without the proposed project, the aesthetic character and themes of the project area would expect to change incrementally over time as new private development occurred on individual parcels. However, under the No Project Alternative this new development would not be guided by the additional design and development standards of the Incentive District. This would likely result in less aesthetic unity and quality in the project area. However, similar to the proposed project, these conditions would not cause a significant environmental impact. Because neither the No Project Alternative nor the proposed project would cause a significant environmental impact related to aesthetics, their level of impact in this regard would be similar.

5.5.2 Air Quality

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. When comparing the future conditions "+ Project" and "without Project" traffic scenarios, the No Project Alternative (i.e., future without Project scenario) would result in lower traffic volumes at the majority of the roadway segments within the TIA study area than the proposed project (refer to Appendix A of the TIA, included as Appendix F of this EIR).

Construction activities associated with future private development projects under the No Project would generate similar air quality emissions on a project-by-project basis as the proposed project. It is anticipated, however, that more development would occur in the project area if the Incentive District were to be adopted, since it is hoped the Incentive District would provide a stimulus for redevelopment of individual parcels in the project area.

If the Incentive District were to be approved, the mitigation measures outlined in this EIR would be adopted, including several feasible mitigation measures aimed at reducing air quality impacts. Analyzing project effects on a programmatic level as contained in this EIR provides a greater certainty that appropriate mitigation measures will be proactively implemented on a project-by-project basis as development occurs within the project area. The City of Oceanside would have

the benefit of being able to address air quality impacts with the mitigation measures in place as compared to not having a tool by which to address air quality impacts in the project area. With the No Project Alternative, many projects would be able to proceed in the project area without the additional air emission reduction measures contained in this EIR.

The No Project Alternative would likely not avoid the significant and unavoidable impacts associated with violation of an air quality standard and a cumulatively considerable net increase of any criteria pollutant associated with development enabled under the Incentive District. While some of the future private, development projects in the project area would be required to undergo environmental review many may be able to proceed with only a ministerial approval, thus not triggering CEQA. Under these conditions, a thorough assessment of air quality impacts would not be required. There would be no assurance that future private development projects would not result in cumulative impacts within the city and, similar to the proposed project, the No Project Alternative could result in cumulatively considerable net increases in criteria pollutants. For these reasons, impacts related to air quality would be similar when comparing the No Project Alternative to the proposed project.

5.5.3 Biological Resources

Under the No Project Alternative, there would be no construction associated with the Complete Streets improvements and impacts to biological resources associated with implementation of the Complete Streets improvements would not occur. Biological resource impacts associated with the Complete Streets improvements were determined to be potentially significant. However, these impacts would be adequately addressed by the mitigation measures outlined in this EIR. For this reason, the difference between the No Project Alternative and the proposed Complete Streets element of the project would be negligible.

With the No Project Alternative, private development projects would continue to be approved and constructed on a project-by-project basis consistent with existing zoning regulations. Future private development projects would be required to conform to regulatory requirements protecting riparian habitats, sensitive natural communities, and federally or state protected jurisdictional wetlands/waters within the project area. While providing for mitigation measures through this EIR would provide an added certainty that these regulations would be adhered to, the extent of resources within the project area is minimal. For this reason, the difference between the effects of implementing the proposed Incentive District versus allowing development to occur as it currently does would be negligible from a biological resources standpoint. This is also considering the indirect nature of the potential impacts in the project area and the requirements for all development within the city to comply with the MHCP and City Subarea Plan which evaluate the local and regional value of biological resources on a regional level. For these reasons, impacts related to biological resources would be similar when comparing the No Project Alternative to the proposed project.

5.5.4 Cultural Resources

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and the Coast Highway would remain unchanged from existing conditions. Thus, the potential for cultural resource impacts would not occur as a result of the transportation improvements in the No Project Alternative.

Regarding development within the Incentive District area, the No Project Alternative would continue to allow for development and redevelopment of the project area. However, because the Incentive District would not be adopted, the programmatic mitigation measures outlined in this EIR would not be required. The additional safeguards that would be provided by the cultural resource mitigation measures outlined in this EIR are notable when considering cultural resources. When development occurs on a project-by-project basis, archeological and historic resources are often overlooked and significantly impacted during project construction. For this reason, the development that could occur under the No Project Alternative could have a much higher risk of impacting cultural resources as compared to adoption of the Incentive District with the cultural resource protection measures outlined in this EIR. For these reasons, the No Project Alternative would have a higher potential to impact cultural resources and this difference would be significant.

5.5.5 Geology, Soils, and Seismicity

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Private development projects would continue to be approved and constructed on a project-by-project basis consistent with existing zoning and development regulations. Similar to the proposed project, all future private development projects would be required to comply with the California Building Code and other local codes regulating construction and the application of proven design criteria that are standard engineering practice, which would ensure impacts related to seismic hazards and unstable and/or expansive soils would be less than significant. In addition, all future private development projects would be required to comply with the City's Standard Urban Stormwater Mitigation Plan (SUSMP), which would ensure impacts related to erosion and loss of topsoil would be less than significant. Further, all other geologic impacts that are site specific would remain similar to the proposed project, as future private development projects under existing zoning designations could occur within the same project area. For these reasons, impacts related to geology, soils, and seismicity would be similar when comparing the No Project Alternative to the proposed project.

5.5.6 Greenhouse Gas Emissions

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Without the Incentive District, private development projects would continue to occur in the project area according to the existing zoning and land use regulations. When comparing the Future with and without Project traffic scenarios, the No Project Alternative (i.e., Future without Project scenario) would result in lower traffic volumes at the majority of the roadway segments

within the TIA study area than the proposed project (refer to Appendix A of the TIA, included as Appendix F of this EIR). This is because redevelopment and growth under existing conditions within the project area is expected to be less than if the Incentive District development regulations were to incentivize development.

Under either scenario (No Project and implementation of the Incentive District), it is reasonable to assume that some large-scale construction activities with specific construction schedules and scenarios (e.g., emissions per day) could exceed thresholds and result in a significant impact when considering GHG. In general, individual residential and commercial projects that would be developed under existing regulations or pursuant to the Incentive District could result in a net increase in development over existing project site conditions and could potentially exceed the GHG screening threshold.

As discussed in Section 3.6.2, as of October 2016, the City is in the process of developing an E-CAP (i.e., Climate Action Element), the purpose of which is to identify how the City can do its part to achieve State GHG emission reduction goals, provide measures for the City to mitigate its GHG emissions impact, and establish a method to determine whether future actions, such as approval of development projects, are consistent with the GHG emission reduction goals. The E-CAP is not yet available and is anticipated to be released in 2018. Thus, project consistency with the E-CAP cannot be evaluated at this time. Nonetheless, it is expected that individual development projects under the No Project Alternative and the Incentive District would undergo a consistency analysis with applicable measures in the E-CAP after adoption through the public process.

While development under the No Project Alternative might be less, if the Incentive District were to be adopted additional measures would be put in place to limit GHG emissions (MM Incentive District AIR-2). It is fairly uncertain what eventual development pattern could result in the project area under this alternative, as the current General Plan and zoning regulations would actually allow the same amount of development projected under the Incentive District conditions. Thus, given the level of uncertainty in projecting land use development patterns and the amount of development that could occur under both alternatives, it is reasonably concluded that either alternative could result in a net increase in GHG emissions that, in the aggregate, could exceed thresholds, and impacts would be significant and unavoidable. For this reason, GHG impacts of the proposed Incentive District and the No Project Alternative would be similar.

5.5.7 Hazards and Hazardous Materials

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Without the Incentive District, private development projects would continue to occur on a project-by-project basis under the existing zoning and development regulations. Similar to the proposed project, all future private development projects would be required to comply with all relevant and applicable federal, state, and local laws and regulations that pertain to the transport, storage, and disposal of hazardous materials and waste during construction as well as prepare and implement a Hazardous Materials Business Plan if handling hazardous materials. Any future private development project proposed on a site located on a property designated a hazardous

materials site, or that would have the potential to encounter contaminated soil, soil vapor, and/or groundwater contamination, would be required to implement mitigation on a project-by-project basis similar to the mitigation proposed for the project. Further, all other hazards and hazardous materials impacts that are site specific would remain similar to the proposed project, as future private development projects under existing zoning designations could occur within the same project area. For these reasons, impacts related to hazards and hazardous materials would be similar when comparing the No Project Alternative to the proposed project.

5.5.8 Hydrology and Water Quality

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Without the Incentive District, private development projects would occur in the project area on a project-by-project basis consistent with existing zoning and development regulations. Similar to the proposed project, all future private development projects would be required to comply with all applicable regulations related to water quality, stormwater runoff, and erosion/siltation, including but not limited to Construction General Permit and a stormwater pollution prevention plan (SWPPP), City Municipal Code (Chapter 40, Urban Runoff and Discharge Control), SUSMP requirements, and the City's Grading Ordinance, which would reduce or eliminate the potential for pollutants to be discharged off site and into receiving waters. All other flooding hazards, dam and tsunami inundation hazards, and other hydrologic hazards that are site specific would remain similar to the proposed project, as future private development projects under existing zoning designations could occur within the same project area. For these reasons, impacts related to hydrology and water quality would be similar when comparing the No Project Alternative to the proposed project.

5.5.9 Land Use and Planning

Like the proposed project, the No Project Alternative would not result in environmental impacts related to land use. Specifically, this alternative would not divide an established community or conflict with a policy or plan adopted for the purpose of environmental protection, as development within the project area would still occur under existing zoning designations. Because no land use designations or zoning changes would be necessary, and it is assumed that development would occur according to the General Plan policies and Zoning Ordinance, no conflicts with the City's plans or policies are expected to occur under this alternative. Further, as future private development projects would be developed according to the City's General Plan and Zoning Ordinance, future development is expected to be compatible with surrounding development. For these reasons, impacts related to land use would be similar when comparing the No Project Alternative to the proposed project.

5.5.10 Noise and Vibration

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. Because the No Project would not alter the circulation pattern there, would be no changes or shifts in roadway traffic volumes associated with roadway changes. However, because

development would continue to be allowed in the project area under the existing zoning and development regulations, traffic volumes could continue to increase in the project area.

Construction activities associated with future private development projects could produce similar noise levels on a project-by-project basis as the proposed project. However, while noise impacts could be similar to the proposed project depending on the rate of growth under the existing zoning designations, it would be expected that noise levels would be reduced compared to the proposed project as the Incentive District might encourage growth and/or new land uses more quickly than under current conditions. Future private development projects would be required to evaluate project-specific impacts, both direct and indirect, to noise and vibration within or adjacent to the project site as part of either the environmental review process or the City's development review process. If potentially significant impacts would occur with implementation of a future private development project, the developer would be required to mitigate those impacts to the lowest extent feasible on a project-by-project basis.

When considering the proposed project, roadway noise increases would result in a significant impact along one roadway segment, Wisconsin Avenue between Freeman Street and Ditmar Street, and there is no feasible mitigation at this location based existing land uses. In addition, the proposed project would significantly contribute to another significant noise impact along Washington Avenue west of Coast Highway. Therefore, future noise levels in these specific locations would be cumulatively significant. There is no feasible mitigation to reduce these impacts. Thus, the proposed project would cause significant and unavoidable impacts along two roadway segments as a result of project implementation. These impacts are due to the shifts in traffic patterns that would occur with the changes proposed by the project along Coast Highway. Under the No Project Alternative, these changes in the circulation pattern would not occur and the significant unavoidable impacts would be avoided. For these reasons, the No Project Alternative would have reduced impacts when considering increases in traffic noise and this difference would be significant.

5.5.11 Population and Housing

Under the No Project Alternative, no land use designation or zoning changes would be proposed, and it is assumed that development would occur according to General Plan policies and the Zoning Ordinance. Because this alternative would not change zoning designations within the project area, population growth would be expected to occur similar to regional and City projections. Implementation of the proposed project could increase the rate and intensity of population growth in the area directly affected by the Incentive District (i.e., the Incentive District zone boundaries). However, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations. Further, neither the proposed project nor the No Project Alternative would result in significant environmental impacts related to population and housing. For these reasons, the proposed project and the No Project Alternative would be similar when comparing environmental impacts associated with population and housing.

5.5.12 Public Services

Under the No Project Alternative, no land use designations or zoning changes would occur, and it is assumed that development would occur consistent with General Plan policies and the Zoning Ordinance. Because this alternative would not change zoning designations within the project area, the expected population growth would not be affected. The City and other service providers would continue to plan for expansion of public services based on current growth projections. While the Incentive District could result in an increase in development and the growth that might occur in the project area, Section 3.12 determined that this additional growth would not cause significant environmental impacts related to public services. It is expected that the City of Oceanside can continue to keep pace with the population growth within the city such that demand and performance objectives of public services and facilities would continue to be met, especially when considering the public service fees the city collects with new development to provide for service facilities. However, the No Project Alternative would likely allow for a slower pace of development and growth which could alleviate pressure on the service providers. While significant environmental impacts related to public services would not occur under either alternative, the No Project Alternative would result in reduced public services demand when compared to the proposed project.

5.5.13 Recreation and Parks

Under the No Project Alternative, no land use designations or zoning changes would occur, and it is assumed that development would occur consistent with General Plan policies and the Zoning Ordinance. Because this alternative would not change zoning designations within the project area the projected population growth would not be affected. However, recreation and parks impacts associated with the proposed project were determined to not be significant. Given that impacts related to recreation and parks would not be significant under either alternative, the No Project and the proposed project would have similar recreation and parks effects.

5.5.14 Transportation and Traffic

Under the No Project Alternative, there would be no construction activities associated with the Complete Streets improvements and Coast Highway would remain unchanged from existing conditions. When comparing the Future with and without Project traffic scenarios, the No Project Alternative (i.e., Future without Project scenario) would result in lower traffic volumes at the majority of the roadway segments within the TIA study area than the proposed project (refer to Appendix A of the TIA, included as Appendix F of this EIR). As shown in Appendix A of the TIA, the Future Conditions without Project scenario also indicates that the majority of the roadways within the project area would operate at a better level of service (LOS) under the No Project Alternative. Additionally, future private development projects would be required to undergo environmental review and/or the City's development review process, where private development projects would be required to analyze near- and long-term traffic and circulation impacts, most likely with the preparation of a traffic impact analysis, and mitigate potentially significant impacts on a project-by-project basis. Further, the No Project Alternative would avoid the significant and unavoidable impacts that would be caused by the proposed project. For these

reasons, the No Project Alternative would result in reduced transportation and traffic impacts when compared to the proposed project and the difference is significant.

5.5.15 Utilities

Under the No Project Alternative, no land use designations or zoning changes would occur. Because this alternative would not change the zoning within the project area, the projected population growth would not be affected. Based on the analysis contained in Section 3.15 of this EIR, it can be reasonably concluded that the City of Oceanside will continue to keep pace with the population growth within the city such that demand and supply for utility services, including services for water, wastewater, storm drain system, and solid waste, would continue to be met. However, the No Project Alternative would likely allow for a slower pace of development and growth which could alleviate pressure on the City's Water Utilities Department. While significant environmental impacts related to utilities would not occur under either alternative, the No Project Alternative would result in reduced water and wastewater service demand when compared to the proposed project.

5.6 Environmental Analysis of Alternative 1 (Four Lanes between Oceanside Boulevard and Vista Way + Incentive District)

Under this alternative, the Complete Streets improvements would be modified to extend only from Harbor Drive to Oceanside Boulevard. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes, ergo, one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Oceanside Boulevard to the southern boundary of the city (refer to **Figure 5-1**). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections: [2]

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

[2] Numbering refers to the intersection reference numbering found in Section 3.14.

SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-1

Alternative 1 Project Area

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In addition to the seven roundabouts, Alternative 1 would provide Class II striped bicycle lanes from Oceanside Boulevard to Morse Street, Class III sharrow[3] markings on Coast Highway between Morse Street and Vista Way, and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. This alternative would remove the proposed mid-block crosswalk at the Sprinter Station and Loma Alta Creek. As in existing conditions, on-street parking would remain on Coast Highway between Oceanside Boulevard and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 1 would also provide streetscaping improvements along Coast Highway from Oceanside Boulevard to Vista Way, which include sidewalk enhancements and parkway landscaping. Additionally, under this alternative, all other components associated with the Incentive District would remain the same as the proposed project.

The Traffic Impact Analysis (TIA) prepared by IBI (2018) for the proposed project considers Alternative 1 at an equal level of detail as the proposed project (Appendix G of this EIR). The TIA includes the provision of detailed analyses for near-term and long-term conditions, as well as recommendations for specific mitigation measures to address traffic and circulation impacts under this alternative. Further, detailed analyses for air quality, GHG emissions, and noise have been included to evaluate this alternative for near- and long-term impacts and recommend mitigation measures, as necessary.

This alternative has been included to provide a comparison of the project as proposed (in Chapter 2) to an alternative that limits the extent of the Complete Streets improvements to the northern portion of the Coast Highway corridor (refer to Figure 5-1). This alternative was included in the analysis to consider how a project that was more limited in scope could reduce the impacts of the project.

It should be noted that the City is also contemplating this alternative as a viable option to the project described in Chapter 2. Given the City has indicated interest in considering this alternative for adoption, the analysis of Alternative 1 is more detailed than the comparative analysis required by CEQA. Thus, with the analysis contained herein, the City would be able to also approve this alternative if they so choose.

As described before, Alternative 1 would continue to include the Incentive District as described for the proposed project. However, corridor improvements would be limited to north of Oceanside Boulevard, which would be a more limited project length when compared to the proposed project (refer to Figure 5-1). Because there is no difference between Alternative 1 and the proposed project in how the Incentive District would be implemented, the following analyses focuses on the difference in environmental impacts between the corridor improvements under the project as proposed and this alternative. However, the overall comparisons and conclusions include the whole of the project and Alternative 1, including the Incentive District.

The following sections provide an environmental analysis of the Alternative 1.

[3] As defined in Section 3.14, Transportation and Traffic, a bicycle sharrow is defined as a sign showing a bicycle under two wide arrows that which is painted on a road to show that people riding bicycles and those driving cars must share the roadway.

5.6.1 Aesthetics

Under Alternative 1, Coast Highway would be converted from four travel lanes to two travel lanes between Harbor Drive and Oceanside Boulevard; this is a shorter length of corridor improvements when compared to the proposed project. Within this shorter corridor, seven roundabouts would be constructed and, similar to the proposed project, mid-block crosswalks, raised medians, continuous bike lanes, and streetscaping would be provided from Harbor Drive to Oceanside Boulevard. Because the corridor improvements would be limited to the northern portion of the corridor, visual change within the corridor would also be more limited when compared to the proposed project. However, while the proposed project would construct 12 roundabouts and implement the Complete Streets improvements throughout the whole corridor, the proposed project would not result in significant impacts related to aesthetics. Thus, this alternative would only have a minimal aesthetic difference when compared to the proposed project. Overall, the aesthetic impacts of Alternative 1 and the proposed project would be similar.

5.6.2 Air Quality

Conflict with an Applicable Air Plan

The Complete Streets improvements are a permitted use under the County's General Plan. Alternative 1 would implement the corridor improvements to Oceanside Boulevard but would maintain the four existing travel lanes south of Oceanside Boulevard to just south of Vista Way. Similar to the project, there is not expected to be population growth resulting from the corridor improvements. Therefore, this component of the project would be consistent with the growth projections accounted for in the San Diego Air Pollution Control District's (SDAPCD) Regional Air Quality Strategy (RAQS), and it would not conflict with, or obstruct implementation of the RAQS. Impacts would be less than significant, similar to the proposed project.

Violation of an Air Quality Standard during Construction

Construction of Alternative 1 would generate emissions during construction activities associated with the Complete Streets improvements, similar to the project. Alternative 1 would have less overall construction activity due to maintaining the four existing travel lanes south of Oceanside Boulevard to just south of Vista Way, which would result in fewer days of construction activity. Given the shorter duration of construction activity for the corridor improvements under Alternative 1, overall air quality emissions for this alternative would be less than under the project. However, Alternative 1 would use the same construction equipment mix on a maximum construction activity day to complete the work on Segments 1, 2, and 3. Therefore, the construction emissions that would occur on a maximum day under Alternative 1 would be equivalent to the maximum daily construction emissions of the proposed project. The construction emissions that would occur on a maximum day under Alternative 1 are summarized in **Table 5-1**. As shown, maximum daily construction emissions under Alternative 1 would be less than significant, similar to the project.

Cumulatively Considerable Net Increase of Any Criteria Pollutant

As shown in Table 5-1, the construction emissions associated with the corridor improvements in Alternative 1 would not exceed SDAPCD's screening level thresholds. Operation of the modified Complete Streets improvements is not expected to result directly in an increase in emissions. Thus, because Alternative 1's construction period and operational impacts would be less than significant, Alternative 1 would not result in a significant cumulative impact when considered with other past, present, and reasonably foreseeable projects, similar to the project. Furthermore, Alternative 1 would not conflict with SDAPCD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations.

TABLE 5-1
ALTERNATIVE 1 – FOUR LANES BETWEEN OCEANSIDE BLVD AND VISTA WAY IMPROVEMENTS
CONSTRUCTION EMISSIONS

	Estimated Maximum Daily Emissions (lbs/day)					
Construction Activities	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Demolition	6	51	42	<1	3	3
Site preparation (vegetation grubbing/clearing)	3	39	23	<1	2	1
Site grading	3	33	22	<1	2	1
Utility trenching	2	17	13	<1	1	1
Facilities construction	4	40	29	<1	3	2
Facilities construction and paving a	9	83	62	<1	5	4
Maximum Daily Emissions	9	83	62	<1	5	4
SDAPCD Thresholds	75	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

a Includes the sum of daily emissions from the construction phases Building Construction, Paving, and Architectural Coating, because these phases have the potential to overlap on the same day during the overall construction period. Consequently, the sum of these daily emissions represents the maximum daily emissions during the construction period; therefore, it is used as comparison to the SDAPCD screening-level thresholds.

SOURCE: ESA CalEEMod Modeling, August 2016; San Diego County Guidelines for Determining Significance 2007.

For these reasons, the air quality impacts associated with the corridor improvements under Alternative 1 would be less than significant on a cumulative basis, similar to the proposed project. Although there would be a shorter duration of construction activities under this alternative, construction-related air quality impacts of the corridor improvements could be adequately mitigated and are not considered significant when considering the range of construction projects and emissions within the air basin. For these reasons, the construction-related air quality impacts of the corridor improvements under Alternative 1 are considered similar to the proposed project.

CO Hotspots/Toxic Air Contaminants

Under Alternative 1, traffic levels at intersections 27 (Coast Highway & Oceanside Boulevard) and 35 (Coast Highway & Cassidy Street) would improve from existing conditions as LOS would not change and delay in both the AM and PM peak hours would be reduced. Under Alternative 1, these intersections would be signalized instead of installing a roundabout as proposed under the project, which would eliminate the need for a CO hotspot analysis as these intersections would operate at acceptable levels. In addition, all other study intersections are well below the potential for a CO hotspot for the Existing Conditions + Alternative 1 scenario. For these reasons, the Existing Conditions + Alternative 1 scenario would have reduced impacts when considering potential hotspots. However, this difference would be negligible since the Existing Conditions + Proposed Project would not cause a significant impact related to CO hotspots (the screening analysis determined that emissions would be below the threshold of significance).

As shown in **Table 5-2**, Alternative 1 would cause LOS at the intersections 15 (Seagaze Street & Ditmar Street) and 21 (Coast Highway & Wisconsin Ave) to degrade to a deficient LOS during the PM peak hour in the Future Conditions + Alternative 1 scenario, similar to the proposed project. In addition, LOS at the intersections 6 (Coast Highway & Pier View Way) and 47 (Coast Highway & Kelly Street) would degrade to LOS E and LOS F, respectively, during the PM peak hour, which represents two additional degraded intersection compared to the proposed project. Intersections 42 (Vista Way & Ditmar Street) and 56 (Vista Way & I-5 SB On-/Off-Ramp) do not degrade in LOS with Project conditions; however, the delay time experienced at both of these intersections substantially increase under project conditions. Therefore, due to this substantial increase in delay times, intersections 42 and 56 were also compared to the CO hotspot screening levels. While five of the six degraded intersections do not exceed 3,000 vehicles during peak-hours, Intersections 56 was found to have a total peak hour traffic volume of 3,950 vehicles during the AM peak hour and 5,133 vehicles during the PM peak hour. Since this intersection exceeds the 3,000 vehicles threshold, a more detailed analysis for CO hotspots is required to assess potential CO hotspot impacts at this intersection.

TABLE 5-2
TRAFFIC INTERSECTIONS LEVEL OF SERVICE – FUTURE CONDITIONS + ALTERNATIVE 1

Intersection (Numbering per IBI 2018)	Peak Hour	Future Conditions without Project LOS	Future Conditions + Project LOS	Peak Hourly Flow
6. Coast Highway & Pier View Way	AM	B	A	796
	PM	A	E	2,049
15. Seagaze Street & Ditmar Street	AM	A	A	503
	PM	D	E	1,358
21. Coast Highway & Wisconsin Avenue	AM	B	A	1,070
	PM	C	F	2,136
42. Vista Way & Ditmar Street	AM	D	D	1,624
	PM	F	F	2,873
47. Coast Highway & Kelly Street	AM	B	B	608
	PM	B	F	1,251

Intersection (Numbering per IBI 2018)	Peak Hour	Future Conditions without Project LOS	Future Conditions + Project LOS	Peak Hourly Flow
56. Vista Way & I-5 SB On-/Off-Ramp	AM	C	F	3,950
	PM	F	C	5,133

SOURCE: IBI 2018.

A common methodology to assess whether projects would cause or contribute to CO hotspots is to compare the project intersections (both intersection geometry and traffic volumes) with prior studies conducted by air quality management districts and air pollution control districts in support of their air AQMPs in conjunction with existing background CO concentrations, and comparing the estimated project plus background concentrations with the NAAQS and/or CAAQS 1-hour and 8-hour averages. As previously discussed in Section 3.2, Air Quality, a significant impact would occur if a project's estimated CO hotspot concentrations, when added to the ambient concentrations, would exceed the 1-hour concentration of 20 ppm or the 8-hour average of 9.0 ppm.

To be conservative, it is typical to use CO hotspots modeling data from the South Coast Air Quality Management District's (SCAQMD's) 2003 AQMP because air quality in the South Coast Air Basin (SCAB) tends to have worse air quality than the SDAB. Therefore, if an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.[4] The SCAQMD conducted CO modeling for the four worst intersections in the SCAB, where the worst intersection had an average daily traffic volume of approximately 100,000 vehicles. Based off the CO modeling, the 2003 AQMP showed that the peak modeled CO concentration resulting from vehicle emissions at the worst intersection was 4.6 ppm (1-hour average) and 3.2 ppm (8-hour average). When added to the existing background CO concentrations, the screening values would be 6.8 ppm (1-hour average) and 4.5 ppm (8-hour average), which did not exceed the 1-hour and 8 -hour averages for CO hotspots.

The intersection at Vista Way and I-5 SB On-/Off-Ramp would potentially have a maximum peak traffic volume of approximately 5,133 vehicles, where peak hour volumes tend to account for 10 percent of the total average daily traffic. Based off the peak hour traffic volumes, this intersection would have an average daily traffic volume of 51,330 vehicles[5], which is less than the 100,000 vehicles per day in the 2003 AQMP. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which did not exceed the 1-hour and 8-hour averages for CO hotspots. Thus, this comparison demonstrates that the Alternative 1 would not exceed the 1-hour and 8-hour averages for CO hotspots and would not contribute considerably to the formation of CO hotspots. All other intersections are well below the potential for a CO hotspot under the

4 A conservative approach in comparing the SCAQMD 2003 AQMP was taken in lieu of CO hotspot modeling because air quality in the South Coast Air Basin (SCAB) tends to be worse than air quality in the San Diego Air Basin (SDAB). If an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.

5 The estimated 51,130 vehicles per day was calculated by multiplying the peak hour volume by ten 10 (5,133 x 10 = 51,330).

Future Conditions + Alternative 1 scenario. Therefore, impacts related to CO hotspots for Future Conditions + Alternative 1 would result in less than significant impacts.

Similar to the proposed project, construction of the corridor improvements for Alternative 1 would result in short-term emissions of diesel particulate matter (PM) during demolition; site preparation (e.g., clearing); site grading and excavation; paving; installation of utilities; materials transport and handling; facilities construction; and other miscellaneous activities. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 30 years for residential exposures.

The construction period for the corridor improvements for Alternative 1 would be much less than the 30-year period used for risk determination and would likely be shorter than the project since Segments 4 and 5 would remain as they exist under current conditions. Additionally, Alternative 1 would only construct seven of the roundabouts proposed by the proposed project and would not construct the two roundabouts at Intersection 4 (Coast Highway & Surfrider Way) in Segment 1 and Intersection 27 (Coast Highway & Oceanside Boulevard) in Segment 3. Because off-road heavy-duty diesel equipment would be used only for short periods, construction would not expose sensitive receptors to substantial emissions of toxic air contaminants (TACs). Therefore, similar to the project, this impact would be less than significant.

Objectionable Odors

Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The corridor improvements for Alternative 1 would not include these land uses that are typically associated with odor generation. During construction, exhaust from equipment, and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses and would not affect a substantial number of people. Additionally, odors associated with construction would be temporary and intermittent in nature. For these reasons, Alternative 1 would result in similar impacts related to objectionable odors when compared to the proposed project.

5.6.3 Biological Resources

Under Alternative 1, construction for the corridor improvements would be reduced and would not occur south of Oceanside Boulevard. While construction activities would be reduced with Alternative 1, all corridor construction activities would still occur within the existing right-of-way (ROW), which is an urban/developed area where species are not likely to occur. Potential impacts associated with biological resources located within and adjacent to Buena Vista Lagoon with the corridor improvements would be eliminated with this alternative, although it should be noted that these impacts could be adequately addressed through the implementation of the mitigation measures outlined in Section 3.3, Biological Resources. Under both Alternative 1 and the proposed project, potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, and indirect impacts to riparian habitats and

sensitive natural communities adjacent to the San Luis Rey River and Loma Alta Creek could occur. While potential impacts under Alternative 1 would be reduced prior to mitigation, under both alternatives standard mitigation measures are available to reduce the potential biological impacts to less than significant. For these reasons, Alternative 1 would result in similar impacts related to biological resources when compared to the proposed project.

5.6.4 Cultural Resources

Under Alternative 1, Coast Highway would be reduced to two travel lanes with seven roundabouts north of Oceanside Boulevard, which is a reduction in the area of the Complete Streets improvements compared to the proposed project. However, there would be minor construction activities south of Oceanside Boulevard associated with the curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. While construction activities would be reduced under Alternative 1, ground-disturbing activities, such as excavation and trenching, would still occur with construction of the modified Complete Streets improvements, and the potential to impact cultural resources would be similar to the proposed project. With implementation of Alternative 1, impacts to cultural resources would remain potentially significant and incorporation of the mitigation measures for the proposed project would be required.

5.6.5 Geology, Soils, and Seismicity

Construction activities would be reduced under Alternative 1 by limiting the extent of the corridor improvements, and all corridor construction activities would still occur within the existing ROW. Construction-related impacts associated to geology, soils and seismicity would be similar to the proposed project and would be less than significant. After completion of the corridor improvements, the ROW would continue to serve as a transportation corridor and geology, soils, and seismicity impacts would not occur.

5.6.6 Greenhouse Gas Emissions

Under Alternative 1, the area of construction for the corridor improvements would be reduced to the portion north of Oceanside Boulevard. Alternative 1 would result in a change in GHG emissions when compared to the proposed project, but only during construction of the corridor improvements. Alternative 1 would have fewer overall construction activities due to maintaining the four existing travel lanes south of Oceanside Boulevard to just south of Vista Way (Segments 4 and 5) and construction of 7 roundabouts compared to 12 under the project, which would result in fewer days of construction activity. Total estimated construction-related GHG emissions for Alternative 1 are shown in **Table 5-3**.

TABLE 5-3
ALTERNATIVE 1 ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS

Emissions Source	Estimated CO_2e Emissions
Total Construction Emissions (2017) [a]	1,099 (MT)
Annual Construction (Amortized over 30 years)	37 (MT/yr)

CO_2e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

[a] Total construction GHG emissions are estimated based on a proportionate reduction of the GHG emissions estimated in Section 3.6, GHG emissions, accounting for the total fewer days of construction activity under Alternative 1.

SOURCE: ESA CalEEMod Modeling, August 2016.

Similar to the proposed project, the operation of Alternative 1 corridor improvements would not result directly in changes in area/indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, solid waste generation, and mobile sources. Therefore, operation of Alternative 1 would result in no impacts. As shown in **Table 5-4**, the combined construction and operational impacts from the corridor improvements under Alternative 1 would be less than significant, as GHG emissions would not exceed the threshold. While Alternative 1 would generate less total GHG emissions than the proposed project, the difference between the Alternative 1 and the proposed project would be negligible.

TABLE 5-4
ALTERNATIVE 1 ESTIMATED CONSTRUCTION GHG EMISSIONS

Emissions Source	Estimated Emissions CO_2e (MT/yr)
Annual Construction (Amortized over 30 years)	37
Total Annual GHG Emissions	37
Screening Level Threshold	900
Significant Impact?	No

CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

SOURCE: ESA CalEEMod Modeling, August 2016.

As discussed previously in Section 3.6, Greenhouse Gas Emissions, the California Air Resources Board (CARB) Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking. Similar to the project, Alternative 1 corridor improvements would be designed to allow for continuous bicycle facilities and streetscape improvements. Although Segment 4 (between Oceanside Boulevard and Morse Street) and Segment 5 (between Morse Street and Eaton Street) would remain as they exist under current conditions under this alternative, Segment 4 already has marked bicycle lanes. Therefore, this alternative would be consistent with the recommended actions and measures in the CARB Scoping Plan. Impacts would be similar to the proposed project.

5.6.7 Hazards and Hazardous Materials

Construction activities would be reduced under Alternative 1 by limiting the extent of the corridor improvements. However, all construction activities would still occur within the existing ROW where construction-related impacts associated with hazards and hazardous materials would be similar to the proposed project. Under both the proposed project and Alternative 1, the corridor improvements would not result in hazardous materials impacts. Further, after completion of the corridor improvements, the corridor would continue to facilitate transportation and no operational impacts associated with hazards and hazardous materials along the corridor would occur.

5.6.8 Hydrology and Water Quality

While construction activities would be reduced under Alternative 1, the nature of the construction activities would be similar. All construction activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of a SWPPP to minimize or eliminate sediment and pollutants being discharged from the project area, similar to the proposed project. Under both the proposed project and Alternative 1, impacts to hydrology and water quality would be less than significant, and there would be no notable differences between them when considering hydrology and water quality effects.

5.6.9 Land Use and Planning

Under this alternative, the modified Complete Streets improvements would not alter the land use changes proposed with the Incentive District. Implementation of the corridor would still occur within the existing Coast Highway ROW, and the roadway would continue to serve as a transportation corridor. Land use effects would be similar to the proposed project.

5.6.10 Noise and Vibration

Noise Levels that Exceed the Standards of the General Plan or Noise Ordinance

Under Alternative 1, implementation of the corridor improvements would result in a reduced construction duration and extent. While construction activities would be reduced with Alternative 1, the average temporary construction-period noise level would be the same. Similar to the proposed project, construction activities associated with the corridor improvements in Alternative 1 would be required to comply with the City's noise standards. Impacts associated with noise levels exceeding the General Plan or Noise Ordinance requirements would not occur under Alternative 1, similar to the proposed project.

Exposure People to Excessive Ground-borne Vibration Levels

Construction equipment used for Alternative 1 would be the same as the proposed project. Similar to the proposed project, the corridor improvements within Alternative 1 would occur within existing roadway intersections and street segments, which are more than 25 feet from inhabited buildings and would not cause significant vibration impacts for the vibration threshold

of human perception. Operation of the proposed project and Alternative 1 would also cause similar, but less than significant, vibration impacts.

Substantial Permanent Increase in Ambient Noise Levels

As shown in **Table 5-5**, the majority of roadway segments under Alternative 1 would not experience an increase in traffic noise levels which would exceed the 5 dBA CNEL noise significance threshold. However, the roadway segment of Michigan Avenue east of Coast Highway would experience an increase of 5.1 dBA CNEL in traffic noise levels in the Future (2035) with Alternative 1 scenario, similar to the proposed project. Since the traffic noise level on this roadway segment would exceed the 5 dBA CNEL significance threshold, a significant impact would occur along this roadway under Alternative 1, similar to the proposed project.

While Alternative 1 would include a different roadway configuration and fewer roundabouts than the proposed project, these differences would not substantially affect permanent noise levels because traffic noise levels are primarily affected by changes in traffic volumes. Based on the TIA, the traffic volumes forecasted for the study area roadway segments do not change between Alternative 1 and the proposed project (IBI 2018). To a lesser extent than traffic volumes, traffic noise can also be affected by movement and constraints, such as traffic speed, which can be affected by the intersection being signalized or unsignalized (i.e., stop signs or roundabouts) and lane configurations (e.g., 2 or 4 lanes). However, the results of the noise modeling indicate that the modifications to Coast Highway under Alternative 1 do not result in a measurable change in noise levels.

Because of the configuration of existing land uses in this area, the impact to Michigan Avenue east of Coast Highway could not be avoided with implementation of Alternative 1. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. For these reasons, impacts associated with a permanent increase in ambient noise levels would significant and unavoidable, similar to the proposed project.

TABLE 5-5
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE CONDITIONS WITH ALTERNATIVE 1 CONDITIONS

	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
Roadway Segment	**Future without Alternative 1 (A)**	**Future with Alternative 1 (B)**	**Alternative 1 Increment (B-A)**	**Exceed Threshold?**
Coast Highway				
Between SR 76 Ramps and Surfrider Way	67.7	70.2	2.5	No
Between Surfrider Way and Civic Center Drive	64.2	68.3	4.1	No
Between Civic Center Drive and Pier View Way	64.7	68.4	3.7	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 1 (A)	Future with Alternative 1 (B)	Alternative 1 Increment (B-A)	Exceed Threshold?
Between Pier View Way and Mission Way	64.8	68.2	3.4	No
Between Mission Way and Seagaze Street	65.8	68.2	2.4	No
Between Seagaze Street and Missouri Avenue	64.5	67.0	2.5	No
Between Missouri Avenue and Washington Avenue	63.9	66.8	2.9	No
Between Washington Avenue and Wisconsin Avenue	63.7	67.1	3.4	No
Between Wisconsin Avenue and Oceanside Boulevard	65.8	68.3	2.5	No
Between Oceanside Boulevard and Morse Street	67.1	69.0	1.9	No
Between Morse Street and Cassidy Street	65.8	68.6	2.8	No
Between Cassidy Street and Vista Way	66.9	69.1	2.2	No
Between Vista Way and Eaton Street	67.2	69.0	1.8	No
North of West Street	61.7	64.3	2.6	No
South of West Street	61.4	64.3	2.9	No
North of Kelly Street	61.8	66.3	4.5	No
South of Kelly Street	61.3	64.5	3.2	No
Vista Way				
Between Broadway Street and Coast Highway	63.6	62.3	-1.3	No
Between Coast Highway and Ditmar Street	69.6	68.7	-0.9	No
Cassidy Street				
Between Broadway Street and Tremont Street	65.2	62.8	-2.4	No
Between Tremont Street and Coast Highway	62.8	64.4	1.6	No
Between Coast Highway and Freeman Street	60.8	63.8	3.0	No
Between Freeman Street and Ditmar Street	60.2	60.2	0.0	No
Morse Street				
Between Coast Highway and Freeman Street	65.2	63.9	-1.3	No
Between Freeman Street and Ditmar Street	62.0	61.4	-0.6	No
Oceanside Boulevard				
Between Tremont Street and Coast Highway	63.9	64.4	0.5	No
Between Coast Highway and Ditmar Street	67.7	68.7	1.0	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 1 (A)	Future with Alternative 1 (B)	Alternative 1 Increment (B-A)	Exceed Threshold?
Wisconsin Avenue				
Between Tremont Street and Coast Highway	64.2	65.3	1.1	No
Between Coast Highway and Freeman Street	63.2	63.0	-0.2	No
Between Freeman Street and Ditmar Street	65.2	65.0	-0.2	No
Washington Avenue				
West of Coast Highway	56.1	59.0	2.9	No
East of Coast Highway	53.0	56.5	3.5	No
Missouri Avenue				
West of Coast Highway	58.2	54.6	-3.6	No
East of Coast Highway	55.5	55.8	0.3	No
Michigan Avenue				
West of Coast Highway	57.1	61.2	4.1	No
East of Coast Highway	54.5	59.6	5.1	**Yes**
Seagaze Street				
Between Tremont Street and Coast Highway	65.9	66.1	0.2	No
Between Coast Highway and Freeman Street	63.2	63.0	-0.2	No
Between Freeman Street and Ditmar Street	66.2	66.8	0.6	No
Mission Avenue				
Between Cleveland Street and Coast Highway	65.2	64.9	-0.3	No
Between Coast Highway and Horne Street	65.2	64.5	-0.7	No
Pier View Way				
West of Coast Highway	61.1	62.0	0.9	No
Between Coast Highway and Horne Street	60.5	55.1	-5.4	No
Civic Center Drive				
West of Coast Highway	59.3	60.9	1.6	No
East of Coast Highway	59.7	60.7	1.0	No
Surfrider Way				
West of Coast Highway	62.1	64.7	2.6	No
East of Coast Highway	59.5	61.5	2.0	No
Vandergrift Boulevard				
North of San Rafael Drive	72.4	72.4	0.0	No
South of San Rafael Drive	72.3	72.3	0.0	No
State Route 76				
West of I-5 SB On-Ramp	72.0	72.7	0.7	No
East of I-5 SB On-Ramp	73.3	73.5	0.2	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 1 (A)	Future with Alternative 1 (B)	Alternative 1 Increment (B-A)	Exceed Threshold?
Mission Avenue				
West of I-5 SB Off-Ramp	69.2	68.9	-0.3	No
East of I-5 SB Off-Ramp	68.5	68.1	-0.4	No
Oceanside Boulevard				
West of I-5 SB On/Off-Ramp	70.2	70.3	0.1	No
East of I-5 NB On/Off-Ramp	71.0	71.1	0.1	No
California Street				
West of Soto Street/I-5 NB On-Ramp	59.2	59.2	0.0	No
Cassidy Street				
East of I-5 SB On-Ramp/I-5 SB Off-Ramp	61.1	61.1	0.0	No
Vista Way				
West of I-5 SB On/Off-Ramp	72.3	72.5	0.2	No

[a] Based on noise levels at 25 feet distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018

Substantial Temporary Increase in Ambient Noise Levels

Similar to the proposed project, construction activities associated with the corridor improvements under Alternative 1 would increase existing ambient noise levels at noise sensitive receptors (i.e. residences) near the construction activity. Construction noise would average approximately 80 dBA L_{eq} at 100 feet from a construction activity, which would temporarily increase existing ambient noise levels of approximately 65 dBA L_{eq} at sensitive receptor locations along the project corridor. Temporary increases in noise associated with construction would be potentially significant; Alternative 1 would be required to implement the same mitigation measures as the proposed project. While the reduced construction area under Alternative 1 would reduce the number of sensitive receptors that could be exposed to temporary increases in noise, the mitigation measures might not be feasible at every location within the reduced construction area to reduce temporary noise impacts, similar to the proposed project. Thus, impacts would remain significant and unavoidable under Alternative 1.

Noise Levels Associated with Private and Public Airports

Similar to the proposed project, Alternative 1 would not be located within the vicinity of an airport or private airstrip, where noise levels would result in significant impacts. No impacts related to airport noise would occur under the proposed project or under Alternative 1.

5.6.11 Population and Housing

Under Alternative 1, implementation of the corridor improvements components would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 1, this alternative could result in the same projected population growth as the proposed project. Effects related to population growth would be similar to the proposed project.

5.6.12 Public Services

Under Alternative 1, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 1, this alternative could result in the same projected population growth as the proposed project. For these reasons, impacts on public services would be similar for Alternative 1 as for the proposed project. As found for the proposed project, Alternative 1 would not result in significant environmental impacts related to the provision of public services.

5.6.13 Recreation and Parks

Under Alternative 1, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 1, this alternative could result in the same projected population growth as the proposed project. For these reasons, impacts on recreation and parks would be similar for Alternative 1 as for the proposed project. As found for the proposed project, Alternative 1 would not result in significant environmental impacts related to parks and recreation.

5.6.14 Transportation and Traffic

As stated above, the circulation network proposed under Alternative 1 would include modifications between Harbor Drive and Oceanside Boulevard. In this reduced corridor, Alternative 1 would convert Coast Highway from four travel lanes to two travel lanes, one lane of travel in each direction. A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections:

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 1 would provide Class II striped bicycle lanes from Oceanside Boulevard to Morse Street, Class III sharrow markings on Coast Highway between Morse Street and Vista Way, and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As in existing conditions, on-street parking would remain on Coast Highway between Oceanside Boulevard and Vista Way, and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 1 would also provide streetscaping improvements along Coast Highway from Oceanside Boulevard to Vista Way, which include sidewalk enhancements and parkway landscaping.

Existing Conditions + Alternative 1 Scenario

The Existing Conditions + Alternative 1 scenario was modeled with two travel lanes throughout the corridor with four lanes between Oceanside Boulevard and Vista Way and with a land use condition representative of existing land uses within the city in 2013. **Figures 5-2a** through **5-2d** illustrate the AM and PM peak-hour volumes for the 54 study intersections analyzed in the Existing Conditions + Alternative 1 scenario.[6] **Table 5-6** summarizes the LOS and delay for both the Existing Conditions and Existing Conditions + Alternative 1 scenarios for those study area intersections. As stated in Section 3.14, Transportation and Traffic, the City has established a minimum acceptable LOS of LOS D for intersections during peak-hour operations (i.e., lowers the operational condition to LOS E or LOS F), which applies to intersections 1 through 47.

For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

As shown in **Table 5-6**, implementation of the modified Complete Streets improvements under Alternative 1 would not cause any of the study area intersections to operate deficiently. Therefore, implementation of Alternative 1 would result in less than significant impacts under the Existing Conditions + Alternative 1 scenario.

Future Conditions without Alternative 1 Scenario

As shown in **Table 5-7** below, all of the study intersections in the Future Conditions scenario would operate at acceptable LOS, with the exception of the following intersections, which would operate at a deficient LOS:

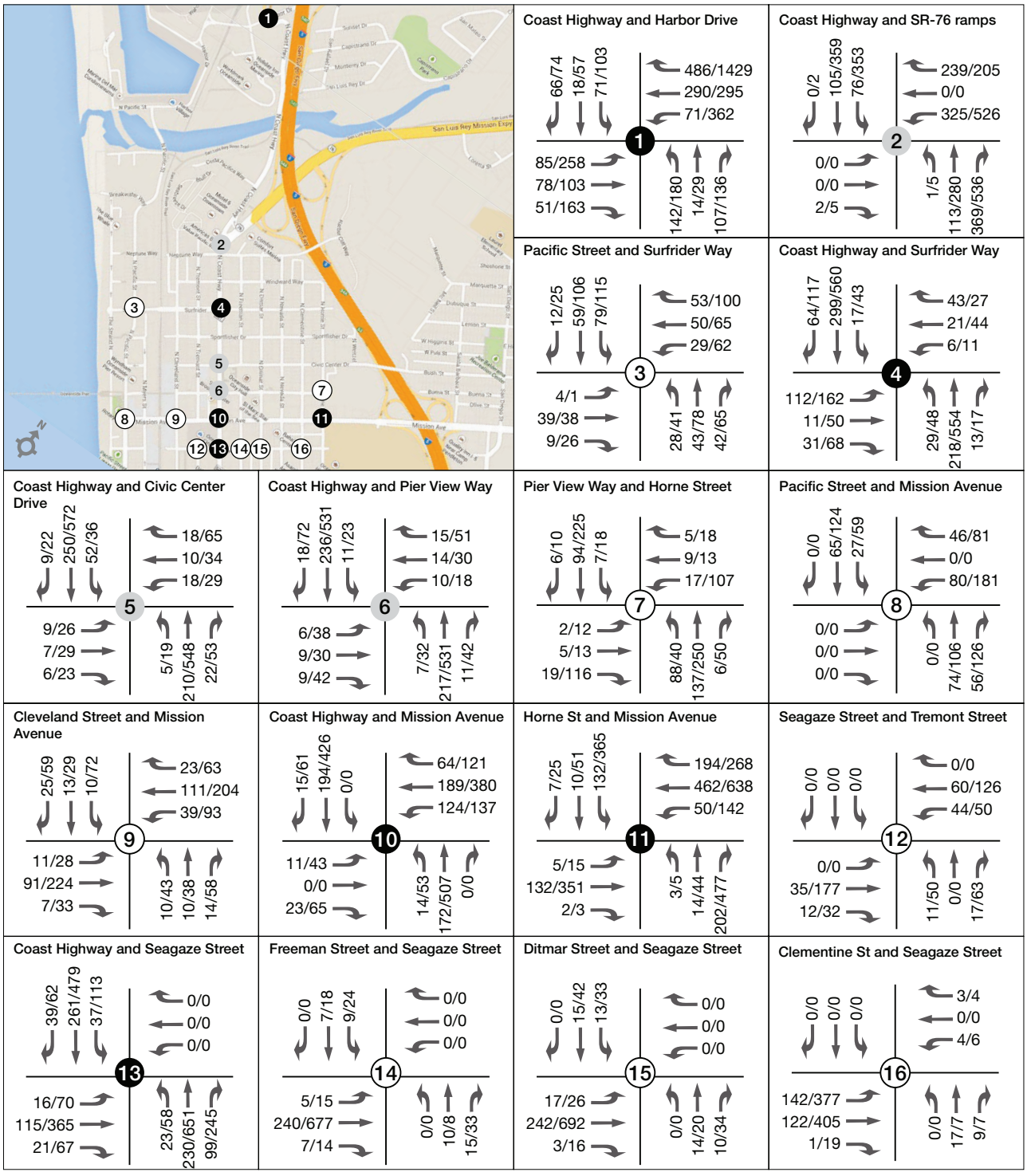
1. Coast Highway & Harbor Drive / I-5 Ramps – LOS E during PM peak hour

19. Wisconsin Avenue & Pacific Street – LOS F during PM peak hour

26. Oceanside Boulevard & Tremont Street – LOS F during PM peak hour

[6] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

30. Morse Street & Freeman Street – LOS F during PM peak hour
33. Cassidy Street & Broadway Street – LOS F during PM peak hour
36. Cassidy Street & Freeman Street – LOS F during PM peak hour
40. Cost Highway & Vista Way – LOS E during PM peak hour
41. Vista Way & Freeman Street – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
43. Vista Way & Stewart Street – LOS F during PM peak hour
56. Vista Way & I-5 Southbound On-/Off-Ramps – LOS F during PM peak hour

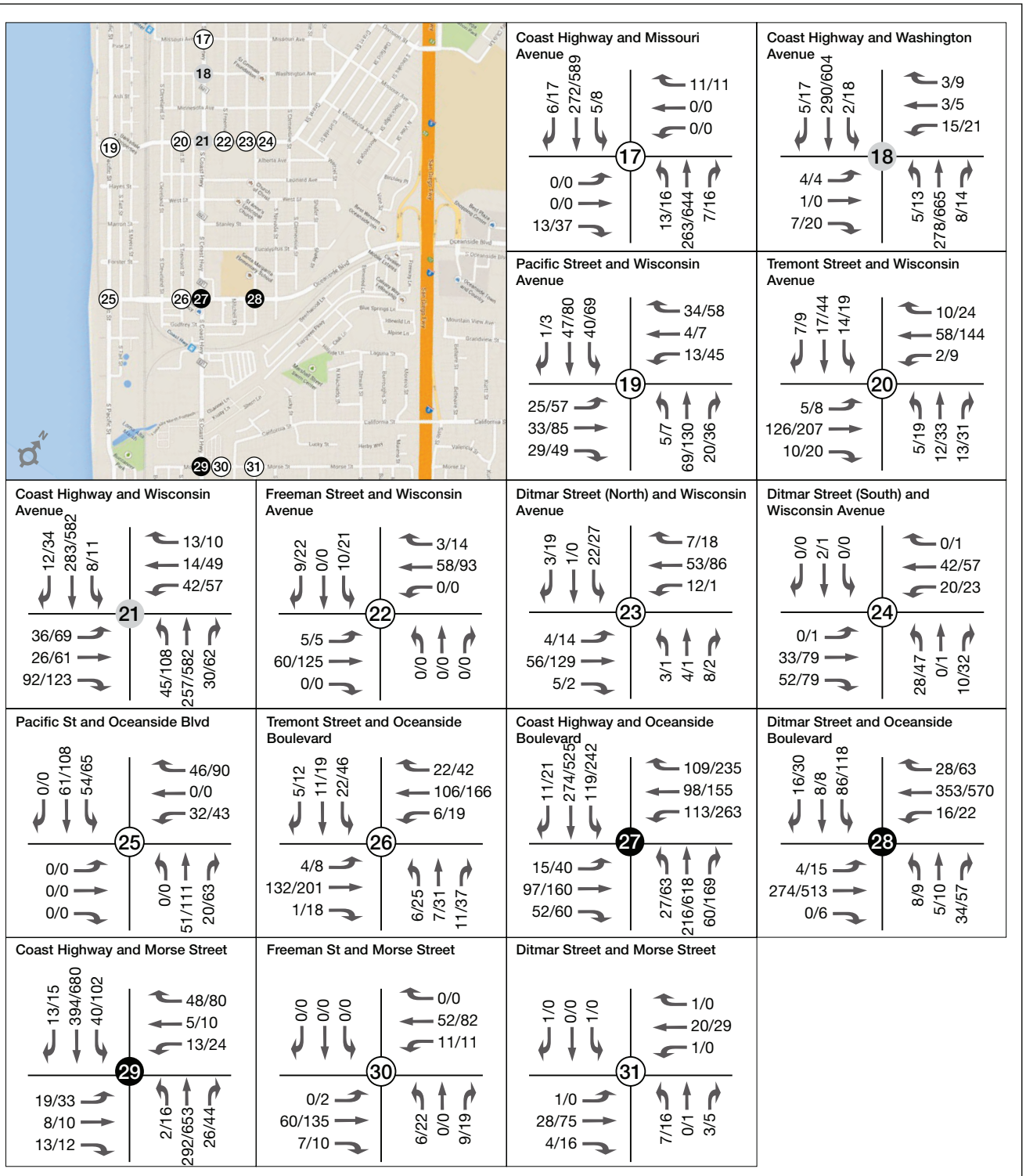


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-2a

Existing Conditions + Alternative 1 Peak Hour Volumes

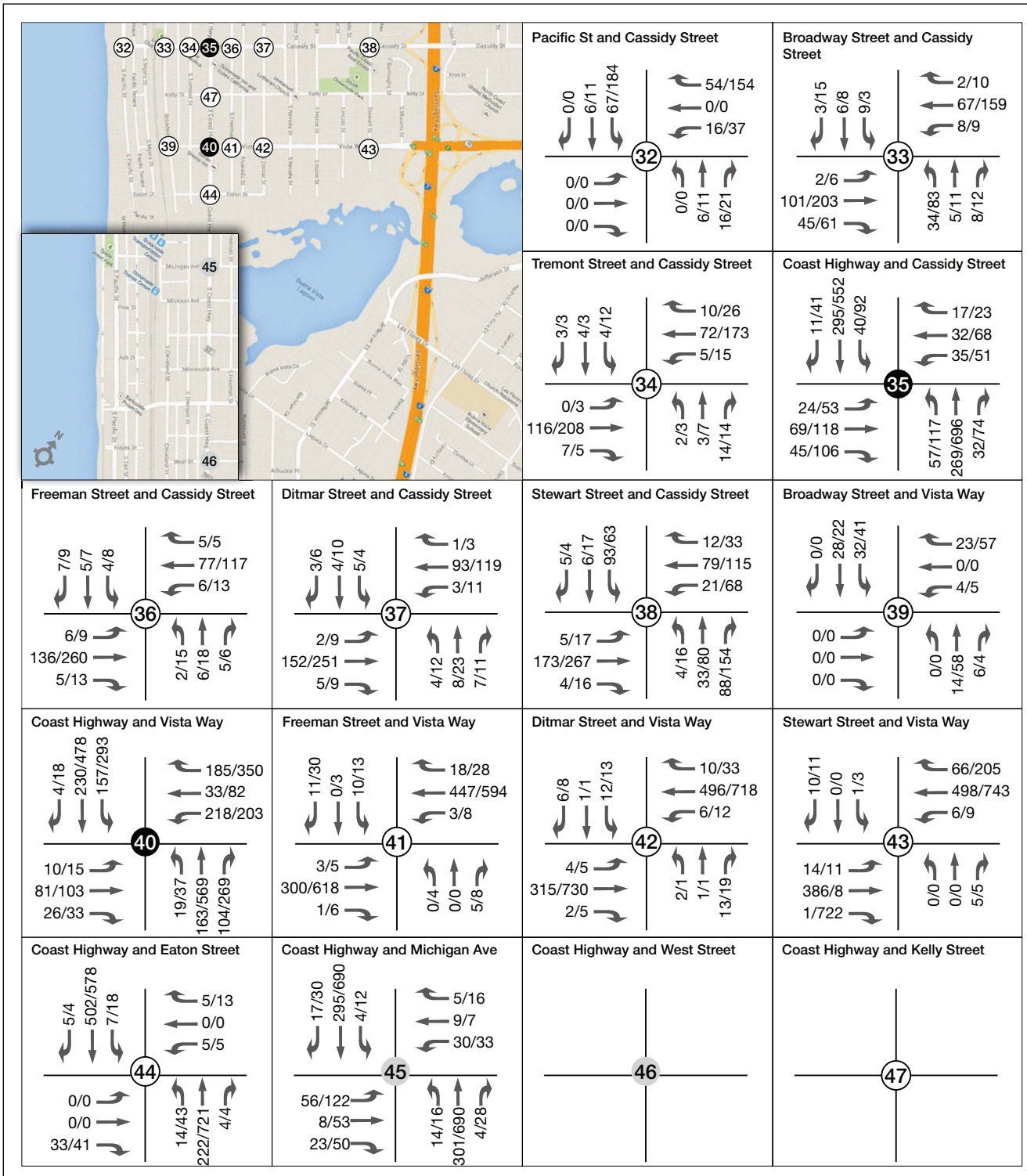


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-2b

Existing Conditions + Alternative 1 Peak Hour Volumes

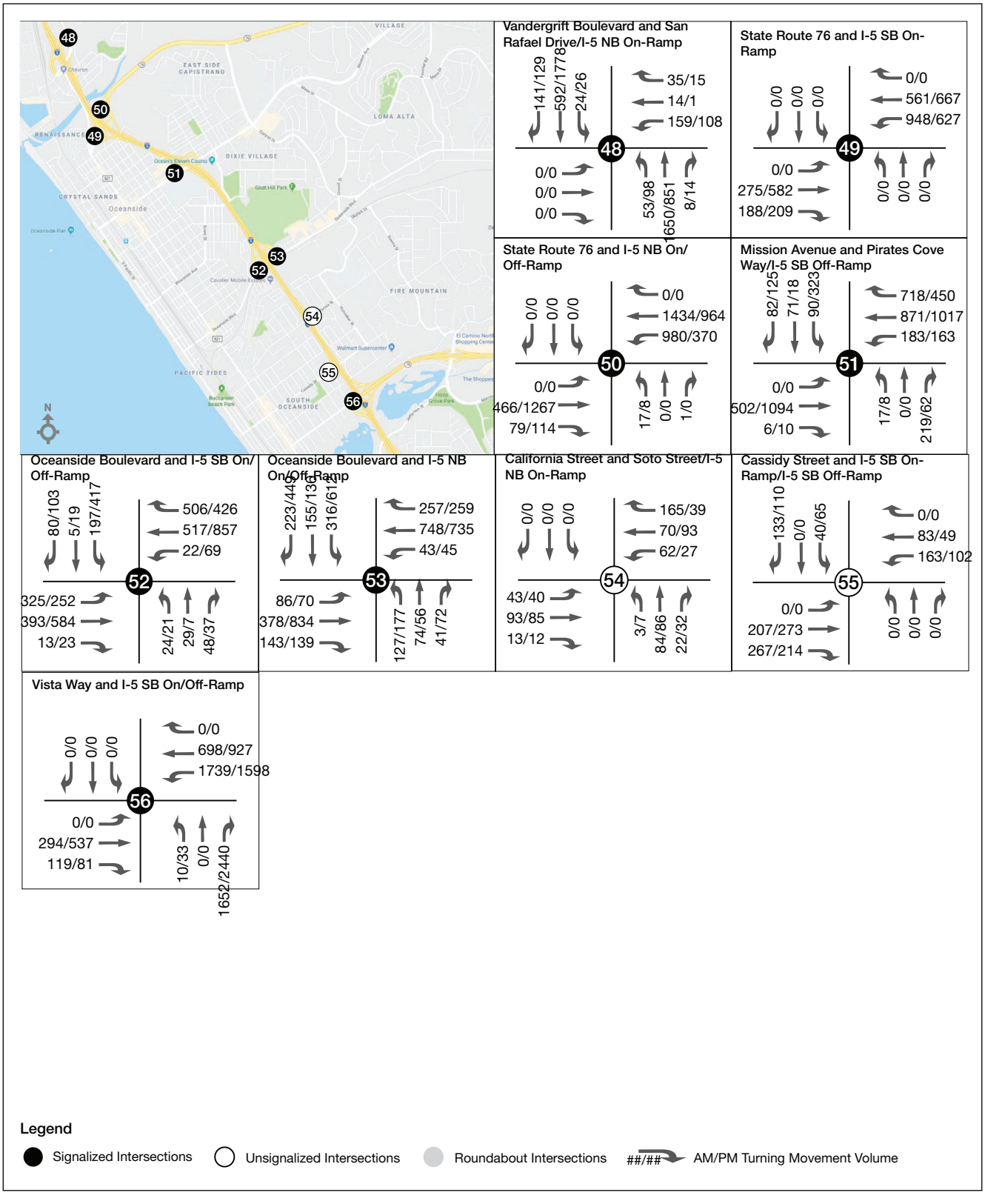


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-2c

Existing Conditions + Alternative 1 Peak Hour Volumes



SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-2d

Existing Conditions + Alternative 1 Peak Hour Volumes

TABLE 5-6
LOS ANALYSIS: EXISTING CONDITIONS + ALTERNATIVE 1

	Intersection	Existing Conditions without Alternative 1				Existing Conditions + Alternative 1				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	28.0	C	Signalized	AM	31.1	C	No
			PM	**51.3**	**E**		PM	51.3	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	13.7	B	RBT	AM	3.1	A	No
			PM	37.1	D		PM	8.6	A	No
3	Surfrider Way & Pacific Street	AWSC	AM	8.5	A	AWSC	AM	8.5	A	No
			PM	11.2	B		PM	10.5	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	10.4	B	Signalized	AM	11.4	B	No
			PM	14.4	B		PM	19.1	B	No
5	Coast Highway & Civic Center Drive	Signalized	AM	13.7	B	RBT	AM	6.1	A	No
			PM	15.1	B		PM	13.3	B	No
6	Coast Highway & Pier View Way	Signalized	AM	16.8	B	RBT	AM	5.6	A	No
			PM	16.6	B		PM	12.9	B	No
7	Pier View Way & Horne Street	AWSC	AM	8.7	A	AWSC	AM	8.7	A	No
			PM	11.9	B		PM	11.9	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	7.9	A	AWSC	AM	7.9	A	No
			PM	10.1	B		PM	10.0	A	No
9	Mission Avenue & Cleveland Street	Signalized	AM	8.1	A	Signalized	AM	8.1	A	No
			PM	10.6	B		PM	10.6	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	13.1	B	Signalized	AM	8.0	A	No
			PM	13.8	B		PM	12.2	B	No
11	Mission Avenue & Horne Street	Signalized	AM	7.4	A	Signalized	AM	6.7	A	No
			PM	18.9	B		PM	17.1	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	3.3	A	SSSC	AM	9.1	A	No
			PM	11.5	B		PM	11.5	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	14.7	B	Signalized	AM	16.1	B	No
			PM	23.9	C		PM	27.3	C	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.3	A	SSSC	AM	10.3	B	No
			PM	15.6	C		PM	15.6	C	No
15	Seagaze Street & Ditmar Street	AWSC	AM	7.9	A	AWSC	AM	7.6	A	No
			PM	12.5	B		PM	12.0	B	No
16	Seagaze Street & Clementine Street	SSSC	AM	7.9	A	SSSC	AM	7.5	A	No
			PM	13.1	B		PM	8.3	A	No
17	Coast Highway & Missouri Avenue	SSSC	AM	12.0	B	SSSC	AM	10.0	A	No
			PM	23.9	C		PM	13.5	B	No
18	Coast Highway & Washington Avenue	SSSC	AM	11.3	B	RBT	AM	6.1	A	No
			PM	22.0	C		PM	13.2	B	No
19	Wisconsin Avenue & Pacific Street	AWSC	AM	8.1	A	AWSC	AM	7.8	A	No
			PM	9.8	A		PM	9.5	A	No

Intersection		Existing Conditions without Alternative 1				Existing Conditions + Alternative 1				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.6	B	SSSC	AM	10.6	B	No
			PM	14.0	B		PM	14.0	B	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	8.9	A	RBT	AM	7.0	A	No
			PM	12.2	B		PM	22.0	C	No
22	Wisconsin Avenue & Freeman Street	SSSC	AM	9.1	A	SSSC	AM	9.1	A	No
			PM	9.7	A		PM	9.7	A	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	9.7	A	SSSC	AM	9.7	A	No
			PM	10.1	B		PM	10.1	B	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	7.5	A	AWSC	AM	7.3	A	No
			PM	7.9	A		PM	7.9	A	No
25	Oceanside Boulevard & Pacific Street	AWSC	AM	8.0	A	AWSC	AM	7.7	A	No
			PM	9.0	A		PM	8.7	A	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	10.9	B	SSSC	AM	11.0	B	No
			PM	14.7	B		PM	14.8	B	No
27	Coast Highway & Oceanside Boulevard	Signalized	AM	29.7	C	Signalized	AM	30.1	C	No
			PM	39.7	D		PM	41.2	D	No
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	5.7	A	Signalized	AM	5.4	A	No
			PM	6.8	A		PM	5.9	A	No
29	Coast Highway & Morse Street	Signalized	AM	9.0	A	Signalized	AM	21.0	C	No
			PM	9.8	A		PM	10.1	A	No
30	Morse Street & Freeman Street	SSSC	AM	9.0	A	SSSC	AM	9.0	A	No
			PM	10.0	B		PM	10.0	B	No
31	Morse Street & Ditmar Street	SSSC	AM	8.8	A	SSSC	AM	8.8	A	No
			PM	9.2	A		PM	9.2	A	No
32	Cassidy Street & Pacific Street	AWSC	AM	7.7	A	AWSC	AM	7.3	A	No
			PM	9.3	A		PM	8.7	A	No
33	Cassidy Street & Broadway Street	SSSC	AM	10.3	B	SSSC	AM	10.3	B	No
			PM	14.5	B		PM	14.5	B	No
34	Cassidy Street & Tremont Street	SSSC	AM	9.9	A	SSSC	AM	9.9	A	No
			PM	12.4	B		PM	12.4	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	9.1	A	Signalized	AM	8.9	A	No
			PM	14.0	B		PM	13.2	B	No
36	Cassidy Street & Freeman Street	SSSC	AM	10.2	B	SSSC	AM	10.2	B	No
			PM	12.7	B		PM	12.7	B	No
37	Cassidy Street & Ditmar Street	AWSC	AM	8.1	A	AWSC	AM	7.9	A	No
			PM	9.5	A		PM	9.0	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.3	A	AWSC	AM	8.9	A	No
			PM	13.2	B		PM	12.0	B	No
39	Vista Way & Broadway Street	SSSC	AM	7.4	A	SSSC	AM	7.4	A	No
			PM	7.6	A		PM	7.6	A	No

Intersection		Existing Conditions without Alternative 1				Existing Conditions + Alternative 1				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
40	Coast Highway & Vista Way	Signalized	AM	22.7	C	Signalized	AM	23.4	C	No
			PM	37.0	D		PM	39.5	D	No
41	Vista Way & Freeman Street	SSSC	AM	12.2	B	SSSC	AM	12.2	B	No
			PM	15.3	C		PM	15.3	C	No
42	Vista Way & Ditmar Street	SSSC	AM	13.0	B	SSSC	AM	13.0	B	No
			PM	18.7	C		PM	18.7	C	No
43	Vista Way & Stewart Street	SSSC	AM	12.3	B	SSSC	AM	12.3	B	No
			PM	17.4	C		PM	17.4	C	No
44	Coast Highway & Eaton Street	SSSC	AM	12.8	B	SSSC	AM	13.1	B	No
			PM	14.3	B		PM	14.5	B	No
45	Coast Highway & Michigan Avenue	Signalized	AM	7.3	A	RBT	AM	6.7	A	No
			PM	9.0	A		PM	22.5	C	No
46	Coast Highway & West Street	SSSC	AM	--	--	RBT	AM	--	--	--
			PM	--	--		PM	--	--	--
47	Coast Highway & Kelly Street	SSSC	AM	--	--	SSSC	AM	--	--	--
			PM	--	--		PM	--	--	--
Caltrans Intersections										
48	Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	17.6	B	Signalized	AM	17.6	B	No
			PM	22.7	C		PM	22.7	C	No
49	SR-76 - I-5 SB On-Ramp	Signalized	AM	8.9	A	Signalized	AM	8.9	A	No
			PM	6.9	A		PM	6.9	A	No
50	SR-76 - I-5 NB On/Off-Ramp	Signalized	AM	21.0	C	Signalized	AM	21.0	C	No
			PM	25.5	C		PM	25.5	C	No
51	Mission - I-5 SB Off-Ramp	Signalized	AM	23.0	C	Signalized	AM	23.0	C	No
			PM	35.0	C		PM	35.0	C	No
52	Oceanside - I-5 SB On/Off-Ramp	Signalized	AM	46.6	D	Signalized	AM	46.6	D	No
			PM	43.3	D		PM	43.3	D	No
53	Oceanside - I-5 NB On/Off-Ramp	Signalized	AM	34.2	C	Signalized	AM	34.2	C	No
			PM	39.2	D		PM	39.2	D	No
54	California - I-5 NB On-Ramp	AWSC	AM	8.9	A	AWSC	AM	8.9	A	No
			PM	8.7	A		PM	8.7	A	No
55	Cassidy - I-5 SB On/Off-Ramp	SSSC	AM	11.0	B	SSSC	AM	11.0	B	No
			PM	11.2	B		PM	11.2	B	No
56	Vista Way - I-5 SB On/Off Ramp	Signalized	AM	50.0	D	Signalized	AM	50.0	D	No
			PM	174.2	F		PM	174.2	F	No

Intersection	Existing Conditions without Alternative 1				Existing Conditions + Alternative 1				
	Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact

A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. RBT – Roundabout
F. The minimum acceptable LOS is "D" for intersections 1-47
G. The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.
H. Existing volumes not available for intersections 46 and 47

SOURCE: IBI 2018.

Future Conditions + Alternative 1 Scenario

The Future Conditions + Alternative 1 scenario was modeled using the proposed reconfiguration of Coast Highway with implementation of Alternative 1, which accounts for development and/or redevelopment that may occur under the Incentive District. **Figures 5-3a** through **5-3d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions + Alternative 1 scenario. **Table 5-7** summarizes the LOS and delay for future conditions with and without Alternative 1 scenarios at the study area intersections.

TABLE 5-7
LOS ANALYSIS: FUTURE CONDITIONS + ALTERNATIVE 1

	Intersection	Future Conditions without Alternative 1				Future Conditions + Alternative 1				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	31.1	C	Signalized	AM	29.8	C	No
			PM	68.9	E		PM	53.7	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	12.7	B	RBT	AM	3	A	No
			PM	25.6	C		PM	17.8	C	No
3	Surfrider Way & Pacific Street	AWSC	AM	10.4	B	AWSC	AM	9.7	A	No
			PM	19.5	C		PM	14.6	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	16.4	B	Signalized	AM	9.8	A	No
			PM	17.1	B		PM	18	B	No
5	Coast Highway & Civic Center Drive	Signalized	AM	13.2	B	RBT	AM	7.3	A	No
			PM	15.6	B		PM	30.6	D	No
6	Coast Highway & Pier View Way	Signalized	AM	19.2	B	RBT	AM	7.1	A	No
			PM	8.7	A		**PM**	**46.4**	**E**	**Yes**
7	Pier View Way & Horne Street	AWSC	AM	9.4	A	AWSC	AM	8.9	A	No
			PM	17.6	C		PM	11.9	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	9.5	A	AWSC	AM	9.3	A	No
			PM	19.4	C		PM	17.6	C	No

Intersection		Future Conditions without Alternative 1				Future Conditions + Alternative 1				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
9	Mission Avenue & Cleveland Street	Signalized	AM	18.8	B	Signalized	AM	14.8	B	No
			PM	17.7	B		PM	16.8	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	12	B	Signalized	AM	15.2	B	No
			PM	12.8	B		PM	30.6	C	No
11	Mission Avenue & Horne Street	Signalized	AM	6.9	A	Signalized	AM	13.3	B	No
			PM	10.7	B		PM	12.8	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	9.8	A	SSSC	AM	9.1	A	No
			PM	17.1	C		PM	11.2	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	15.8	B	Signalized	AM	13.1	B	No
			PM	22.7	C		PM	16.7	B	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.1	B	SSSC	AM	10.0	B	No
			PM	15	B		PM	14.4	B	No
15	Seagaze Street & Ditmar Street	AWSC	AM	8.6	A	AWSC	AM	8.7	A	No
			PM	30.2	D		**PM**	**38.0**	**E**	**Yes**
16	Seagaze Street & Clementine Street	SSSC	AM	8.3	A	SSSC	AM	8.2	A	No
			PM	17.7	C		PM	14.3	B	No
17	Coast Highway & Missouri Avenue	SSSC	AM	10.8	B	SSSC	AM	10.0	A	No
			PM	15.7	C		PM	13.3	B	No
18	Coast Highway & Washington Avenue	SSSC	AM	9.9	A	RBT	AM	5.9	A	No
			PM	13.8	B		PM	12.9	B	No
19	Wisconsin Avenue & Pacific Street	AWSC	AM	10.1	B	AWSC	AM	9.7	A	No
			PM	51.3	F		PM	20.4	C	No
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.8	B	SSSC	AM	12.7	B	No
			PM	14.9	B		PM	30.8	D	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	14.5	B	RBT	AM	8.5	A	No
			PM	24.5	C		**PM**	**57.8**	**F**	**Yes**
22	Wisconsin Avenue & Freeman Street	SSSC	AM	11.5	B	SSSC	AM	10.9	B	No
			PM	19.4	C		PM	14.9	B	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	13.2	B	SSSC	AM	13.1	B	No
			PM	17.9	C		PM	17.9	C	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	9.5	A	AWSC	AM	9.7	A	No
			PM	23.7	C		PM	26.5	D	No
25	Oceanside Boulevard & Pacific Street	AWSC	AM	9.1	A	AWSC	AM	9.2	A	No
			PM	12.1	B		PM	12.6	B	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	14.3	B	SSSC	AM	13.8	B	No
			PM	91	F		PM	42.0	E	No

Intersection		Future Conditions without Alternative 1				Future Conditions + Alternative 1				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
27	Coast Highway & Oceanside Boulevard	Signalized	AM	26.2	C	Signalized	AM	26.7	C	No
			PM	32.1	C		PM	47.4	D	No
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	14.9	B	Signalized	AM	15.3	B	No
			PM	15.3	B		PM	15.6	B	No
29	Coast Highway & Morse Street	Signalized	AM	19.6	B	Signalized	AM	9.4	A	No
			PM	22.9	C		PM	15.0	B	No
30	Morse Street & Freeman Street	SSSC	AM	12.9	B	SSSC	AM	10.5	B	No
			PM	112.9	F		PM	16.8	C	No
31	Morse Street & Ditmar Street	SSSC	AM	9.5	A	SSSC	AM	9.3	A	No
			PM	11.5	B		PM	10.9	B	No
32	Cassidy Street & Pacific Street	AWSC	AM	8.6	A	AWSC	AM	8.6	A	No
			PM	16.8	C		PM	17.0	C	No
33	Cassidy Street & Broadway Street	SSSC	AM	16	C	SSSC	AM	11.6	B	No
			PM	397.4	F		PM	26.5	D	No
34	Cassidy Street & Tremont Street	SSSC	AM	10.1	B	SSSC	AM	10.3	B	No
			PM	13.1	B		PM	12.7	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	18.5	B	Signalized	AM	12.8	B	No
			PM	20	C		PM	31.5	C	No
36	Cassidy Street & Freeman Street	SSSC	AM	21.4	C	SSSC	AM	11.0	B	No
			PM	OVF	F		PM	26.1	D	No
37	Cassidy Street & Ditmar Street	AWSC	AM	7.6	A	AWSC	AM	7.5	A	No
			PM	8.6	A		PM	8.5	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.2	A	AWSC	AM	8.9	A	No
			PM	13.8	B		PM	12.4	B	No
39	Vista Way & Broadway Street	SSSC	AM	8.5	A	SSSC	AM	8.0	A	No
			PM	9.4	A		PM	8.4	A	No
40	Coast Highway & Vista Way	Signalized	AM	32.8	C	Signalized	AM	35.3	D	No
			PM	78.9	E		PM	54.9	D	No
41	Vista Way & Freeman Street	SSSC	AM	34	D	SSSC	AM	16.8	C	No
			PM	OVF	F		PM	49.4	E	No
42	Vista Way & Ditmar Street	SSSC	AM	26.2	D	SSSC	AM	25.2	D	No
			PM	294.2	F		**PM**	**OVF**	**F**	**Yes**
43	Vista Way & Stewart Street	SSSC	AM	22	C	SSSC	AM	22.1	C	No
			PM	69.1	F		PM	66.8	F	No
44	Coast Highway & Eaton Street	SSSC	AM	14.9	B	SSSC	AM	18.8	C	No
			PM	17.4	C		PM	24.5	C	No
45	Coast Highway & Michigan Avenue	Signalized	AM	4.7	A	RBT	AM	6.4	A	No
			PM	5.4	A		PM	19.4	C	No

Intersection		Future Conditions without Alternative 1				Future Conditions + Alternative 1				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
46	Coast Highway & West Street	SSSC	AM	9.6	A	RBT	AM	4.9	A	No
			PM	11.2	B		PM	7.3	A	No
47	Coast Highway & Kelly Street	SSSC	AM	10	B	SSSC	AM	14.2	B	No
			PM	12.7	B		**PM**	**69.4**	**F**	**Yes**
Caltrans Intersections										
48	Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	15	B	Signalized	AM	16.6	B	No
			PM	37.4	D		PM	45.6	D	No
49	SR-76 - I-5 SB On-Ramp	Signalized	AM	4.8	A	Signalized	AM	4.9	A	No
			PM	4.4	A		PM	4.7	A	No
50	SR-76 - I-5 NB On/Off-Ramp	Signalized	AM	17.1	B	Signalized	AM	18.4	B	No
			PM	27.3	C		PM	30.9	C	No
51	Mission - I-5 SB Off-Ramp	Signalized	AM	16.3	B	Signalized	AM	17.2	B	No
			PM	23.5	C		PM	23.1	C	No
52	Oceanside - I-5 SB On/Off-Ramp	Signalized	AM	28.3	C	Signalized	**AM**	**38.2**	**D**	**Yes**
			PM	34.9	C		**PM**	**46.0**	**D**	**Yes**
53	Oceanside - I-5 NB On/Off-Ramp	Signalized	AM	35.7	D	Signalized	AM	36.4	D	No
			PM	42.8	D		PM	47.3	D	No
54	California - I-5 NB On-Ramp	AWSC	AM	8.3	A	AWSC	AM	8.0	A	No
			PM	8.2	A		PM	8.1	A	No
55	Cassidy - I-5 SB On/Off-Ramp	SSSC	AM	9.3	A	SSSC	AM	9.3	A	No
			PM	9.5	A		PM	9.5	A	No
56	Vista Way - I-5 SB On/Off Ramp	Signalized	AM	25.8	C	Signalized	AM	32.7	C	No
			PM	88	F		**PM**	**89.9**	**F**	**Yes**

Notes:

A. Delay is expressed as an average seconds of delay per vehicle

B. LOS – Level of Service

C. AWSC – All-way stop control intersection

D. SSSC – Side-street stop control intersection

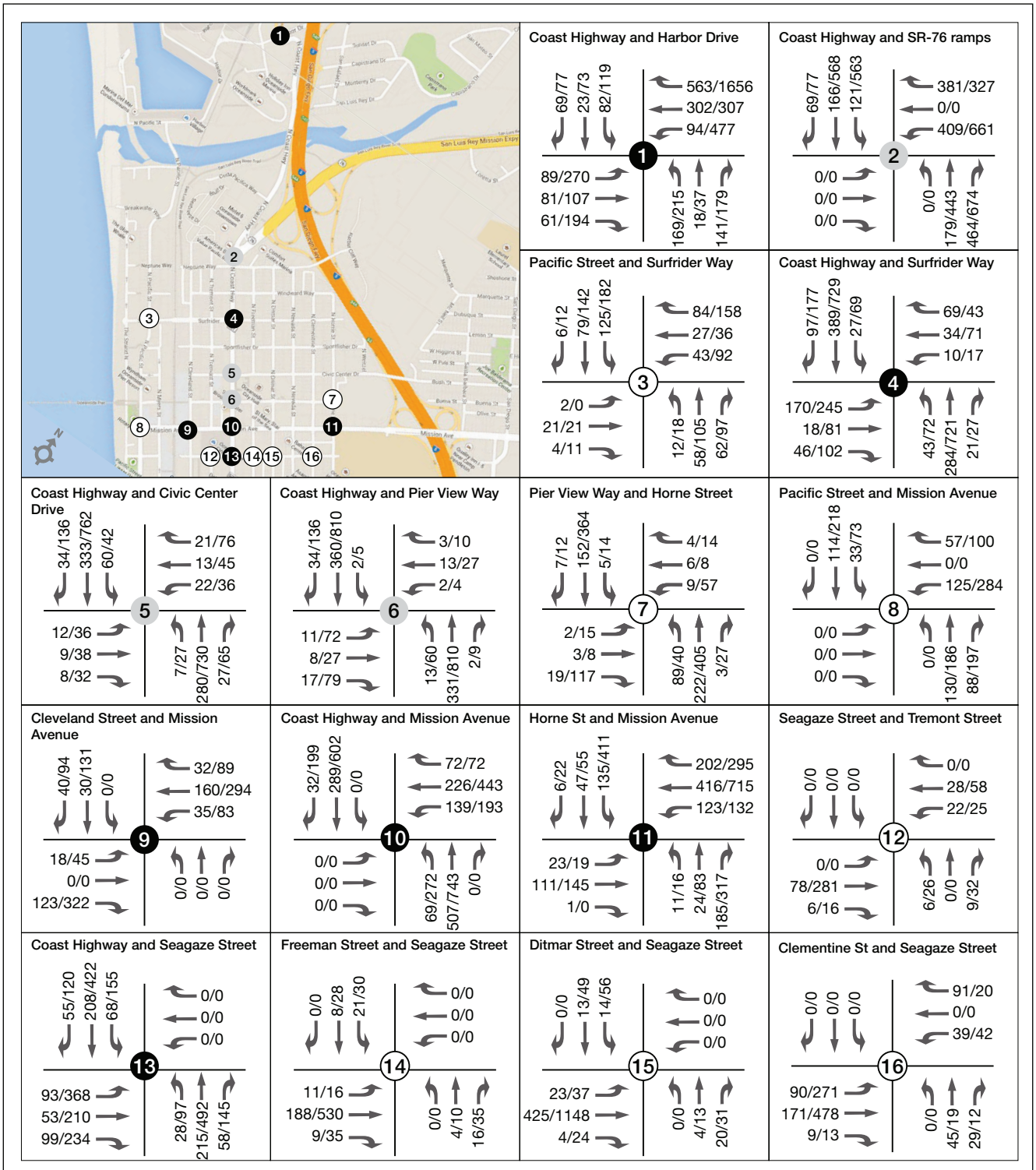
E. OVF – Overflow, Synchro is unable to calculate a level of delay

F. RBT – Roundabout

G. The minimum acceptable LOS is "D" for intersections 1-47

H. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

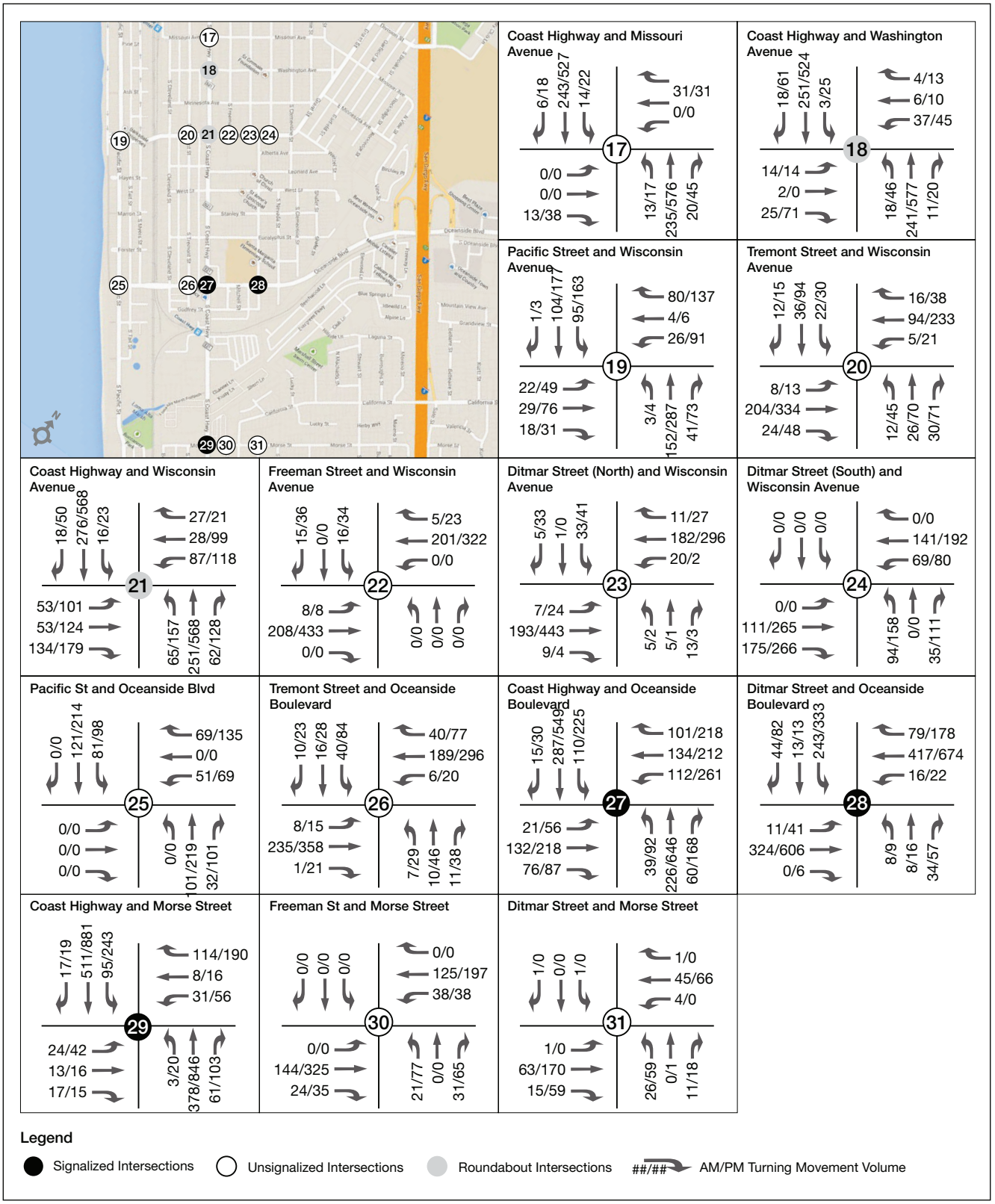


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-3a

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM

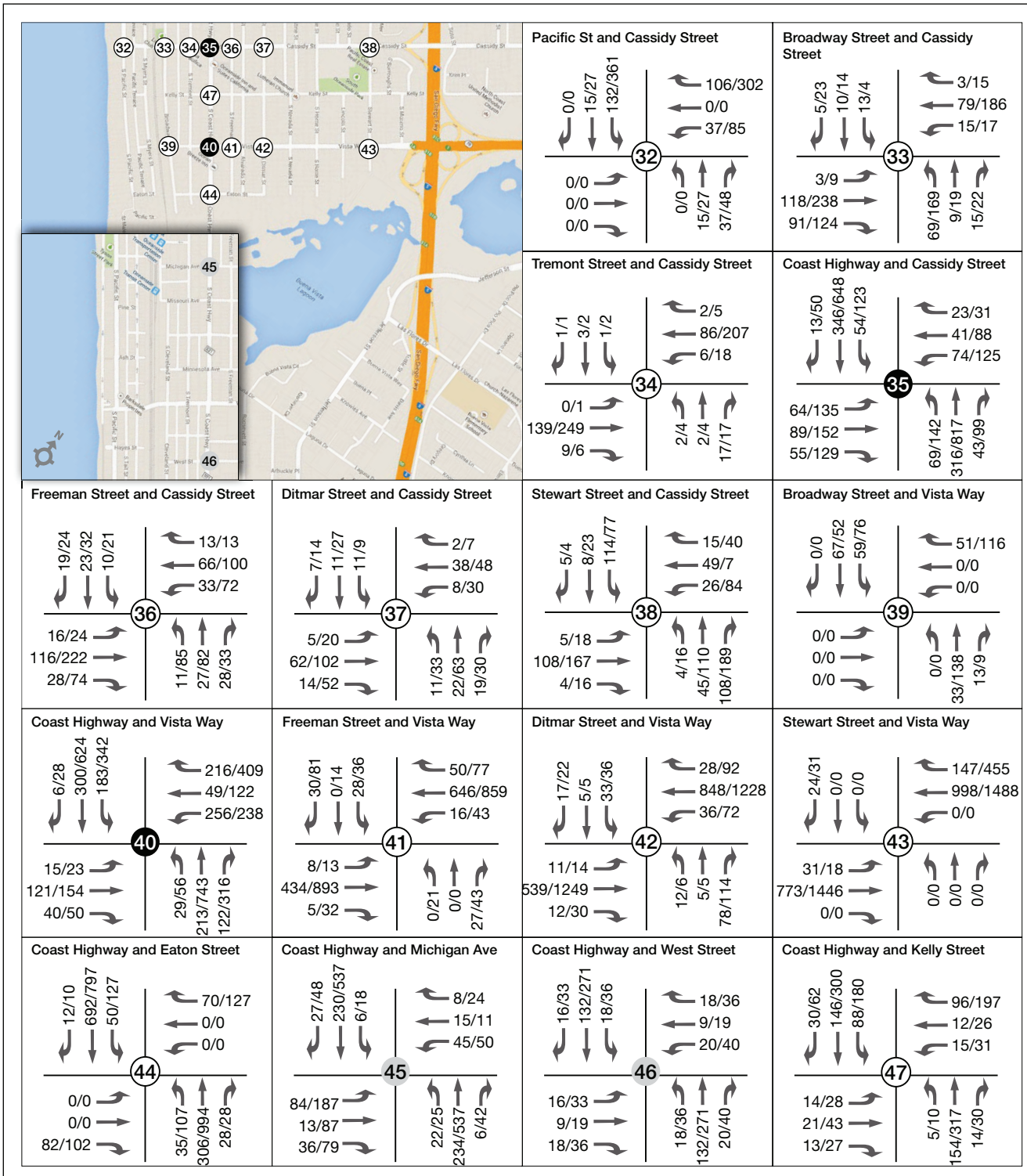


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-3b

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM

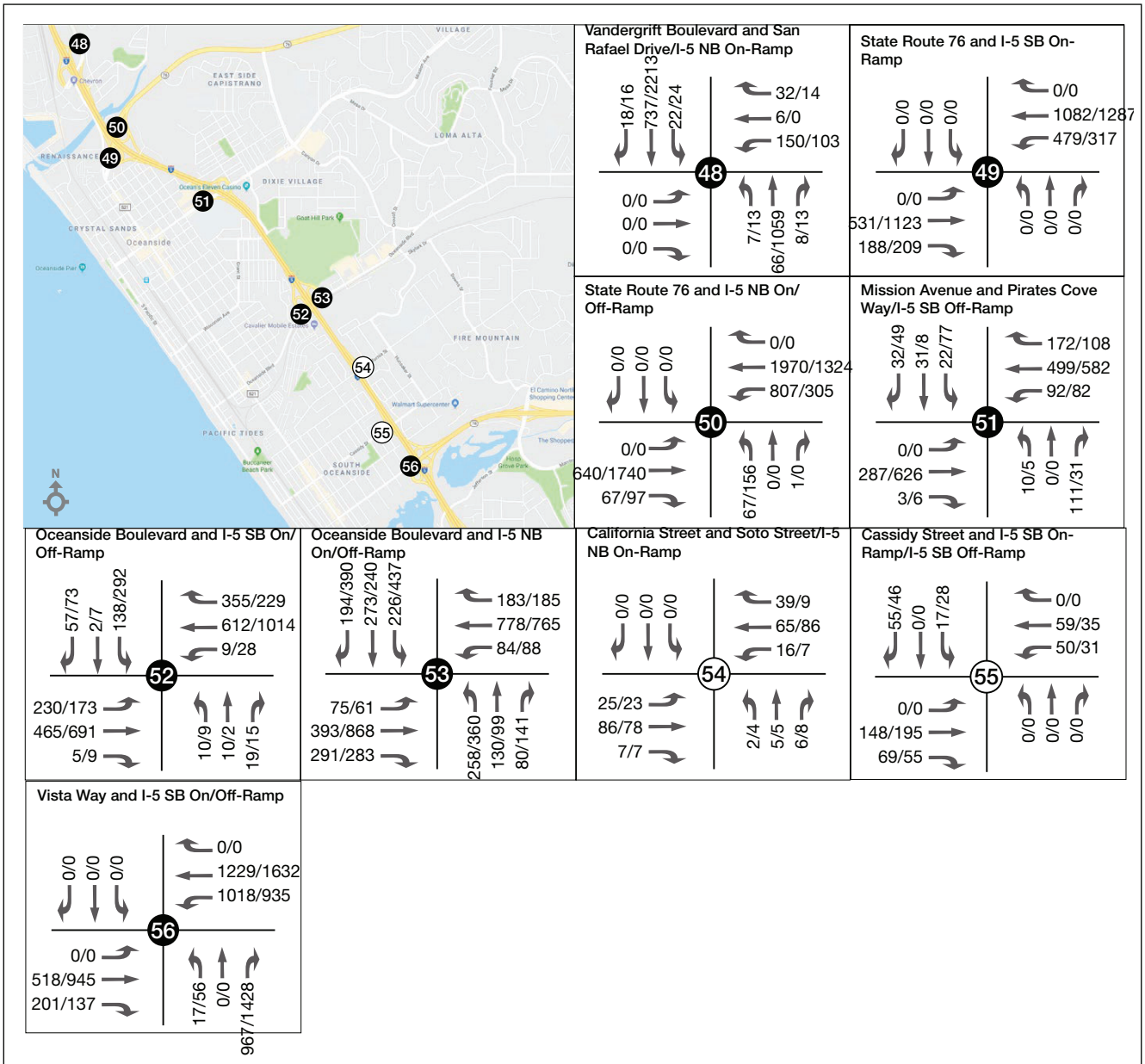


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-3c

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-3d

Future Conditions + Alternative 1 Peak Hour Volumes – AM & PM

As shown in Table 5-7, under the Future Conditions + Alternative 1 scenario, the following study intersections would degrade to a deficient LOS:

6. Coast Highway & Pier View Way – LOS E during PM peak hour
15. Seagaze Street & Ditmar Street – LOS E during PM peak hour
21. Coast Highway &Wisconsin Avenue – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
47. Coast Highway & Kelly Street – LOS F during PM peak hour
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps – LOS D[7] during AM and PM peak hours
56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

Based on these modeling results, a potentially significant impact would occur to the above seven study intersections under the Future Conditions + Alternative 1 scenario. Similar to the proposed project, mitigation measures would be available to improve the LOS at most of the intersections.

In order to mitigate the deficient LOS at the three degraded study area intersections predicted under the Future Conditions + Alternative 1 scenario, the City would be required to implement the following measures to improve intersection operations. The City would include these modifications in the Complete Streets construction plans or complete these modifications prior to the finalization of the construction plans. The improvements would need to be completed either prior to or concurrent with the Complete Streets improvements.

Location		Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
6	Coast Highway & Pier View Way	Maintain existing traffic signal	None	8.7	A	**Yes**
15	Seagaze St & Ditmar St	Convert AWSC to Traffic Signal	None	13.2	B	**Yes**
42	Vista Way & Ditmar St	Convert SSSC to Traffic Signal	None	18.3	B	**Yes**
47	Coast Highway & Kelly Street	Convert SSSC to Traffic Signal and restripe eastbound /westbound right turn into a shared left thru-right	None	5.8	A	**Yes**

7 The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

Location		Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
52	Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (AM Peak Hour)_	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	None	33.9	C	**Yes**
52	Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM Peak Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection	44.2	D	**No[1]**

Notes:

[1] Under the Future Conditions without Alternative 1 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

SOURCE: IBI 2018.

However, similar to the proposed project, there is no feasible mitigation to increase LOS to an acceptable level at the following three study intersections under the Future Conditions + Alternative 1 scenario:

21. Coast Highway & Wisconsin Avenue
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM peak hour)
56. Vista Way & I-5 Southbound On-/Off-Ramps

In comparison to the proposed project, under the Future Conditions scenario, Alternative 1 would avoid significant impacts at four of the study area intersections, one of which is significant and unavoidable (Intersection 35), and would eliminate the need for three of the mitigation measures that the proposed project would require. Specifically, Alternative 1 would avoid significant impacts at the following intersections:

4. Coast Highway & Surfrider Way
27. Coast Highway & Oceanside Boulevard
29. Coast Highway & Morse Street
35. Coast Highway & Cassidy Street

Therefore, because Alternative 1 impacts seven of the study intersections, compared to ten intersections under the proposed project, this alternative is considered to have reduced traffic impacts compared to the project in the future conditions scenario.

In summary, Alternative 1 would not degrade any of the study intersections to a deficient LOS in the Existing Conditions + Alternative 1 condition. Further, in comparison to the proposed project, some delays would be reduced with implementation of Alternative 1 in the existing conditions scenario. Implementation of Alternative 1 would degrade seven intersections to a deficient LOS in the Future Conditions + Alternative 1 scenario, which is reduced from the ten degraded intersections in the Future Conditions + Project scenario. After mitigation measures are applied, implementation of Alternative 1 would result in similar significant and unavoidable impacts to the same three intersections as the proposed project in the Future Conditions + Alternative 1 scenario. Because Alternative 1 would avoid impacts at five study intersections prior to mitigation, it is considered significantly better that the proposed project when considering traffic and circulation impacts.

All other impacts associated with transportation and traffic under Alternative 1 would be similar to the proposed project. Construction activities, while reduced in area, would still result in lane closures and temporary inadequate emergency access and would still provide pedestrian and alternative transportation facilities within the project area.

5.6.15 Utilities

Under Alternative 1, implementation of corridor improvements would not result in population growth within the project area since this component of the project is limited to transportation improvements. Effects would be slightly different during the construction period, since Alternative 1 would result in less generation of debris and other construction material that would need to be transported to a landfill. However, the decrease in solid waste associated with Alternative 1 would not be substantial. Further, the reduction in the area of corridor improvements would reduce the expansion of the irrigation system for ornamental landscaping along Coast Highway; however, this reduction would be relatively small and the decrease in water demand would be negligible. Because the Incentive District component of this alternative would be the same as the proposed project, the utilities effects would also be the same for this component. Similar to the proposed project, impacts related to water and wastewater treatment facilities and stormwater drainage facilities would be less than significant under Alternative 1.

5.7 Environmental Analysis of Alternative 2 (Four Lanes between Morse Street and Vista Way + Incentive District)

Under this alternative, the Complete Streets improvements would be modified to extend from Harbor Drive to Morse Street, a shorter length than the improvements included in the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer

to **Figure 5-4**). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections: [8]

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 2 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As under existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 2 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping. Additionally, under this alternative, all other components associated with the Incentive District would remain the same as the proposed project.

Similar to Alternative 1, the TIA prepared by IBI (2018) for the proposed project considers Alternative 2 at an equal level of detail as the proposed project (Appendix G of this EIR). The TIA includes the detailed analyses for near-term and long-term conditions, as well as recommendations for specific mitigation measures to address traffic and circulation impacts under this alternative. Detailed analyses for air quality, GHG emissions, and noise have been included to evaluate this alternative for near- and long-term impacts and recommend mitigation measures, as necessary.

This alternative has been included to provide a comparison of the project as proposed to an alternative that limits the extent of the Complete Streets improvements from the community of south Oceanside (refer to **Figure 5-4**). This alternative was included in the analysis in response to public comments in favor of considering an alternative that maintained four lanes throughout the southern portion of Coast Highway.

It should be noted that the City is also contemplating this alternative as a viable option to the project described in Chapter 2. Given the City's interest in considering this alternative for adoption, the analysis of Alternative 2 is more detailed than the comparative analysis required by CEQA. Thus, with the analysis contained herein, the City would be able to also approve this alternative if they so choose.

[8] Numbering refers to the intersection reference numbering found in Section 3.14.

As described above, Alternative 2 would continue to include the Incentive District as described for the proposed project. However, Complete Streets improvements would be limited to north of Morse Street, which would be a more limited project length when compared to the proposed project (refer to Figure 5-4). Because there is no difference between Alternative 2 and the proposed project in how the Incentive District would be implemented, the following analyses focuses on the difference in environmental impacts between the corridor improvements under the project as proposed and this alternative. However, the overall comparisons and conclusions include the whole of the project and Alternative 2, including the Incentive District.

The following sections provide an environmental analysis of the Alternative 2.

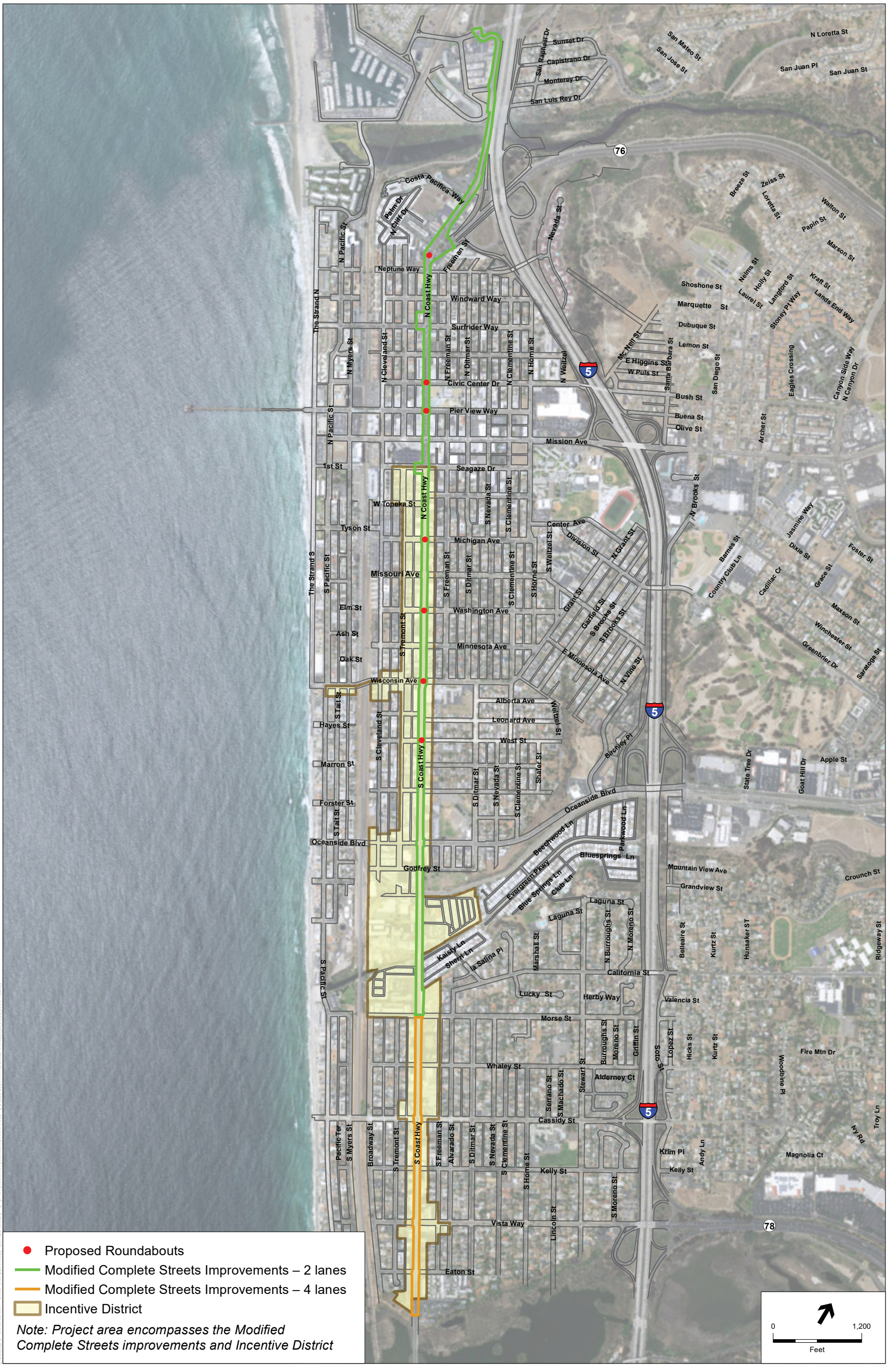
5.7.1 Aesthetics

Under Alternative 2, Coast Highway would be converted from four travel lanes to two travel lanes between Harbor Drive and Morse Street; this is a shorter length of corridor improvements when compared to the proposed project. Within this shorter corridor, seven roundabouts would be constructed and, similar to the proposed project, mid-block crosswalks, raised medians, continuous bike lanes, and streetscaping would be provided from Harbor Drive to Morse Street. Because the corridor improvements would be limited to two-thirds of the corridor, visual change within the corridor would also be more limited when compared to the proposed project. However, while the proposed project would construct 12 roundabouts and implement the Complete Streets improvements throughout the whole corridor, the proposed project would not result in significant impacts related to aesthetics. Thus, this alternative would only have a minimal aesthetic difference when compared to the proposed project. Overall, the aesthetic impacts of Alternative 2 and the proposed project would be similar.

5.7.2 Air Quality

Conflict with an Applicable Air Plan

The Complete Streets improvements are a permitted use under the County's General Plan. Alternative 2 would implement the Complete Streets improvements from Harbor Drive to Morse Street and would convert Coast Highway from four travel lanes to two travel lanes. Similar to the project, there is not expected to be population growth resulting from the corridor improvements. Therefore, this component of the project would be consistent with the growth projections accounted for in the San Diego Air Pollution Control District's (SDAPCD) Regional Air Quality Strategy (RAQS), and it would not conflict with or obstruct implementation of the RAQS. Impacts would be less than significant, similar to the proposed project.



SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-4

Alternative 2 Project Area

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Violation of an Air Quality Standard during Construction

Construction of Alternative 2 would generate emissions during construction activities associated with the Complete Streets improvements, similar to the project. Alternative 2 would have less overall construction activity compared to the project due to implementing the corridor improvements from to Morse Street rather than to just south of Vista Way, which would result in fewer days of construction activity. Given the shorter duration of construction activity for the corridor improvements under Alternative 2, overall air quality emissions for this alternative would be less than under the project. However, Alternative 2 would use the same construction equipment mix on a maximum construction activity day to complete the work on Segments 1, 2, 3, and 4. Therefore, the construction emissions that would occur on a maximum day under Alternative 2 would be equivalent to the maximum daily construction emissions of the proposed project. The construction emissions that would occur on a maximum day under Alternative 2 are summarized in **Table 5-8**. As shown, maximum daily construction emissions under Alternative 2 would be less than significant, similar to the project.

Cumulatively Considerable Net Increase of Any Criteria Pollutant

As shown in Table 5-8, the construction emissions associated with the corridor improvements in Alternative 2 would not exceed SDAPCD's screening level thresholds. Operation of the modified Complete Streets improvements is not expected to result directly in an increase in emissions. Thus, because Alternative 2's construction period and operational impacts would be less than significant, Alternative 2 would not result in a significant cumulative impact when considered with other past, present, and reasonably foreseeable projects, similar to the project. Furthermore, Alternative 2 would not conflict with SDAPCD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations.

TABLE 5-8
ALTERNATIVE 2 – TWO LANES BETWEEN OCEANSIDE BLVD AND MORSE STREET IMPROVEMENTS
CONSTRUCTION EMISSIONS

	Estimated Maximum Daily Emissions (lbs/day)					
Construction Activities	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Demolition	6	51	42	<1	3	3
Site preparation (vegetation grubbing/clearing)	3	39	23	<1	2	1
Site grading	3	33	22	<1	2	1
Utility trenching	2	17	13	<1	1	1
Facilities construction	4	40	29	<1	3	2
Facilities construction and paving [a]	9	83	62	<1	5	4
Maximum Daily Emissions	9	83	62	<1	5	4
SDAPCD Thresholds	75	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

[a] Includes the sum of daily emissions from the construction phases Building Construction, Paving, and Architectural Coating, because these phases have the potential to overlap on the same day during the overall construction period. Consequently, the sum of these daily emissions represents the maximum daily emissions during the construction period; therefore, it is used as comparison to the SDAPCD screening-level thresholds.

SOURCE: ESA CalEEMod Modeling, August 2016; San Diego County Guidelines for Determining Significance 2007.

For these reasons, the air quality impacts associated with the corridor improvements under Alternative 2 would be less than significant on a cumulative basis, similar to the proposed project. Although there would be a shorter duration of construction activities under this alternative, construction-related air quality impacts of the corridor improvements could be adequately mitigated and are not considered significant when considering the range of construction projects and emissions within the air basin. For these reasons, the construction-related air quality impacts of the corridor improvements under Alternative 2 are considered similar to the proposed project.

CO Hotspots/Toxic Air Contaminants

Under Alternative 2, traffic levels at intersections 27 (Coast Highway & Oceanside Boulevard) and 35 (Coast Highway & Cassidy Street) would improve from existing conditions as LOS would not change and delay in both the AM and PM peak hours would be reduced. Under Alternative 2, these intersections would be signalized instead of installing a roundabout as proposed under the project, which would eliminate the need for a CO hotspot analysis as these intersections would operate at acceptable levels. In addition, all other study intersections are well below the potential for a CO hotspot for the Existing Conditions + Alternative 2 scenario. For these reasons, the Existing Conditions + Alternative 2 scenario would have slightly reduced impacts when considering potential hotspots. However, this difference would be negligible, since the Existing Conditions + Project would not cause a significant impact related to CO hotspots (the screening analysis determined that the emissions would be below the threshold of significance).

As shown in **Table 5-9**, LOS at the intersections 15 (Seagaze Street & Ditmar Street) and 21 (Coast Highway & Wisconsin Ave) would degrade to a deficient level during the PM peak hour in the Future (2035) + Alternative 2 scenario, similar to the proposed project. In addition, LOS at the intersections 6 (Coast Highway & Pier View Way) and 47 (Coast Highway & Kelly Street) would degrade to LOS E and LOS F, respectively, during the PM peak hour, which represents two additional degraded intersections compared to the proposed project. Similar to Alternative 1, intersections 42 (Vista Way & Ditmar Street) and 56 (Vista Way & I-5 SB On-/Off-Ramp) do not degrade in LOS with Project conditions; however, the delay time experienced at both of these intersections substantially increase under Project conditions. Therefore, due to this substantially increase in delay times, intersections 42 and 56 were also compared to the CO hotspot screening levels. While five of the six degraded intersections do not exceed 3,000 vehicles during peak-hours, Intersections 56 was found to have a total peak hour traffic volume of 3,749 vehicles during the AM peak hour and 4,996 vehicles during the PM peak hour. Since this intersection exceeds the 3,000 vehicles threshold, a more detailed analysis for CO hotspots is required to assess potential CO hotspot impacts at this intersection.

TABLE 5-9
TRAFFIC INTERSECTIONS LEVEL OF SERVICE – FUTURE CONDITIONS + ALTERNATIVE 2

Intersection (Numbering per IBI 2018)	Peak Hour	Future Conditions without Project LOS	Future Conditions + Project LOS	Peak Hourly Flow
6. Coast Highway & Pier View Way	AM	B	A	779
	PM	A	E	1,970
15. Seagaze Street & Ditmar Street	AM	A	A	499
	PM	D	E	1,334
21. Coast Highway & Wisconsin Avenue	AM	B	A	936
	PM	C	F	1,957
42. Vista Way & Ditmar Street	AM	D	D	1,612
	PM	F	F	2,843
47. Coast Highway & Kelly Street	AM	B	B	595
	PM	B	F	1,224
56. Vista Way & I-5 On-/Off-Ramp	AM	C	F	3,749
	PM	F	C	4,996

SOURCE: IBI 2018.

A common methodology to assess whether projects would cause or contribute to CO hotspots is to compare the project intersections (both intersection geometry and traffic volumes) with prior studies conducted by air quality management districts and air pollution control districts in support of their air AQMPs in conjunction with existing background CO concentrations, and comparing the estimated project plus background concentrations with the NAAQS and/or CAAQS 1-hour and 8-hour averages. As previously stated above, a significant impact would occur if a project's estimated CO hotspot concentrations, when added to the ambient concentrations, would exceed the 1-hour concentration of 20 ppm or the 8-hour average of 9.0 ppm.

To be conservative, it is typical to use CO hotspots modeling data from the South Coast Air Quality Management District's (SCAQMD's) 2003 AQMP because air quality in the South Coast Air Basin (SCAB) tends to be worse than air quality in the SDAB. Therefore, if an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.9 The SCAQMD conducted CO modeling for the four worst intersections in the SCAB, where the worst intersection had an average daily traffic volume of approximately 100,000 vehicles. Based off the CO modeling, the 2003 AQMP showed that the peak modeled CO concentration resulting from vehicle emissions at the worst intersection was 4.6 ppm (1-hour average) and 3.2 ppm (8-hour average). When added to the existing background CO concentrations, the screening values would be 6.8 ppm (1-hour average) and 4.5 ppm (8-hour average), which did not exceed the 1-hour and 8 -hour averages for CO hotspots.

9 A conservative approach in comparing the SCAQMD 2003 AQMP was taken in lieu of CO hotspot modeling because air quality in the South Coast Air Basin (SCAB) tends to be worse than air quality in the San Diego Air Basin (SDAB). If an intersection does not exceed the CO thresholds in SCAB, relatively it would not exceed the thresholds in SDAB.

Under Alternative 2, the intersection of Vista Way and I-5 SB On-/Off-Ramp would potentially have a maximum peak traffic volume of approximately 4,996 vehicles, where peak hour volumes tend to account for 10 percent of the total average daily traffic. Based off the peak hour traffic volumes, this intersection would have an average daily traffic volume of 49,960 vehicles,[10] which is less than the 100,000 vehicles per day in the 2003 AQMP. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which did not exceed the 1-hour and 8-hour averages for CO hotspots. Thus, this comparison demonstrates that the Alternative 2 would not exceed the 1-hour and 8-hour averages for CO hotspots and would not contribute considerably to the formation of CO hotspots. All other intersections are well below the potential for a CO hotspot under the Future Conditions + Alternative 2 scenario. Therefore, impacts related to CO hotspots for Future Conditions + Alternative 2 would be less than significant.

Similar to the proposed project, construction of the corridor improvements for Alternative 2 would result in short-term emissions of diesel particulate matter during demolition; site preparation (e.g., clearing); site grading and excavation; paving; installation of utilities; materials transport and handling; facilities construction; and other miscellaneous activities. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 30 years for residential exposures.

The construction period for the corridor improvements for Alternative 2 would be much less than the 30-year period used for risk determination and would likely be shorter than the project since Segment 5 would remain as it exists under current conditions. Additionally, Alternative 2 would only construct seven of the roundabouts proposed by the proposed project and would not construct the two roundabouts at Intersection 4 (Coast Highway & Surfrider Way) in Segment 1 and Intersection 27 (Coast Highway & Oceanside Boulevard) in Segment 3. Because off-road heavy-duty diesel equipment would be used only for short periods, construction would not expose sensitive receptors to substantial emissions of toxic air contaminants (TACs). Therefore, similar to the project, this impact would be less than significant.

Objectionable Odors

Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The corridor improvements for Alternative 2 would not include land uses that are typically associated with odor generation. During construction, exhaust from equipment, and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses and would not affect a substantial number of people. Additionally, odors associated with construction would be temporary and intermittent in nature. For these reasons, Alternative 2 would result in similar impacts related to objectionable odors when compared to the proposed project.

10 The estimated 49,960 vehicles per day was calculated by multiplying the peak hour volume by ten 10 (4,996 x 10 = 49,960).

5.7.3 Biological Resources

Under Alternative 2, the area of construction for the corridor improvements would be reduced and would not occur south of Morse Street. While construction activities would be reduced with Alternative 2, all corridor construction activities would still occur within the existing ROW, which is an urban/developed area where species are not likely to occur. Potential impacts associated with biological resources located within and adjacent to Buena Vista Lagoon with the corridor improvements would be eliminated with this alternative, although it should be noted that these impacts could be adequately addressed through the implementation of the mitigation measures outlined in Section 3.3, Biological Resources. Under both Alternative 2 and the proposed project, potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, and indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River and Loma Alta Creek could occur. While potential impacts under Alternative 2 would be reduced compared to the proposed project prior to mitigation, standard mitigation measures are available to further reduce the potential biological impacts to less than significant. For these reasons, Alternative 2 would result in similar impacts related to biological resources when compared to the proposed project.

5.7.4 Cultural Resources

Under Alternative 2, Coast Highway would be reduced to two travel lanes with seven roundabouts north of Morse Street, which is a reduction in the area of the Complete Streets improvements than proposed in Chapter 2. However, there would be minor construction activities south of Morse Street associated with the curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. While construction activities would be reduced under Alternative 2, ground-disturbing activities, such as excavation and trenching, would still occur within two-thirds of the corridor during construction of the modified Complete Streets improvements, where the potential to impact cultural resources would be similar to the proposed project. With implementation of Alternative 2, impacts to cultural resources would remain potentially significant and incorporation of the mitigation measures for the proposed project would be required.

5.7.5 Geology, Soils, and Seismicity

Construction activities would be reduced under Alternative 2 by limiting the extent of the corridor improvements and the number of roundabouts, all corridor construction activities would still occur within the existing ROW. Construction-related impacts associated with geology, soils and seismicity would be similar to the proposed project and would be less than significant. After completion of the corridor improvements, the ROW would continue to serve as a transportation corridor and geology, soils, and seismicity impacts would not occur.

5.7.6 Greenhouse Gas Emissions

Under Alternative 2, the area of construction for the corridor improvements would be reduced as construction would not occur south of Morse Street. Alternative 2 would result in a change in GHG emissions when compared to the proposed project, but only during construction of the corridor improvements. Alternative 2 would have fewer overall construction activities due to

maintaining the four existing travel lanes south of Morse Street to just south of Vista Way (Segment 5) and construction of 7 roundabouts compared to 12 under the project, which would result in fewer days of construction activity. Total estimated construction-related GHG emissions for Alternative 2 are shown in **Table 5-10**.

TABLE 5-10
ALTERNATIVE 2 ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS

Emissions Source	Estimated CO_2e Emissions
Total Construction Emissions (2017) [a]	1,285 (MT)
Annual Construction (Amortized over 30 years)	43 (MT/yr)

CO_2e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

[a] Total construction GHG emissions are estimated based on a proportionate reduction of the GHG emissions estimated in Section 3.6, GHG emissions, accounting for the total fewer days of construction activity under Alternative 2.

SOURCE: ESA CalEEMod Modeling, August 2016.

Similar to the proposed project, the operation of Alternative 2 corridor improvements would not result directly in changes in area/indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, solid waste generation, and mobile sources. Therefore, operation of Alternative 2 would result in no impacts. As shown in **Table 5-11**, the combined construction and operational impacts from the corridor improvements under Alternative 2 would be less than significant, as GHG emissions would not exceed the threshold. While Alternative 2 would generate less total GHG emissions than the proposed project, the difference between the Alternative 2 and the proposed project would be negligible.

TABLE 5-11
ALTERNATIVE 2 ESTIMATED CONSTRUCTION GHG EMISSIONS

Emissions Source	Estimated Emissions CO_2e (MT/yr)
Annual Construction (Amortized over 30 years)	43
Total Annual GHG Emissions	43
Screening Level Threshold	900
Significant Impact?	No

CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

SOURCE: ESA CalEEMod Modeling, August 2016.

As discussed previously in Section 3.6, Greenhouse Gas Emissions, the California Air Resources Board (CARB) Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking. Similar to the project, Alternative 2 corridor improvements would be designed to allow for continuous bicycle facilities

and streetscape improvements. Therefore, this alternative would be consistent with the recommended actions and measures in the CARB Scoping Plan, and impacts would be similar to the proposed project.

5.7.7 Hazards and Hazardous Materials

Construction activities would be reduced under Alternative 2 by limiting the extent of the corridor improvements and the number of roundabouts. However, all construction activities would still occur within the existing ROW where construction-related impacts associated with hazards and hazardous materials would be similar to the proposed project. Under both the proposed project and Alternative 2, the corridor improvements would not result in hazardous materials impacts. Further, after completion of the corridor improvements, the corridor would continue to facilitate transportation and no operational impacts associated with hazards and hazardous materials along the corridor would occur.

5.7.8 Hydrology and Water Quality

While construction activities would be reduced under Alternative 2, the nature of the construction activities would be similar. All construction activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of a SWPPP to minimize or eliminate sediment and pollutants being discharged from the project area, similar to the proposed project. Under both the proposed project and Alternative 2, impacts to hydrology and water quality would be less than significant, and there would be no notable differences between them when considering hydrology and water quality effects.

5.7.9 Land Use and Planning

Under this alternative, the modified Complete Streets improvements would not alter the land use changes proposed under the Incentive District. Implementation of the corridor would still occur within the existing Coast Highway ROW, and the roadway would continue to serve as a transportation corridor. Land use effects would be similar to the proposed project.

5.7.10 Noise and Vibration

Noise Levels that Exceed the Standards of the General Plan or Noise Ordinance

Under Alternative 2, implementation of the corridor improvements would result in a reduced construction duration and extent. While construction activities would be reduced with Alternative 2, the average temporary construction-period noise level would be the same. Similar to the proposed project, construction activities associated with the corridor improvements in Alternative 2 would be required to comply with the City's noise standards. Impacts associated with noise levels exceeding the General Plan or Noise Ordinance requirements would not occur under Alternative 2, similar to the proposed project.

Exposure People to Excessive Ground-borne Vibration Levels

Construction equipment used for Alternative 2 would be the same as the proposed project. Similar to the proposed project, the corridor improvements within Alternative 2 would occur within existing roadway intersections and street segments, which are more than 25 feet from inhabited buildings and would not cause significant vibration impacts for the vibration threshold of human perception. Operation of the proposed project and Alternative 2 would also cause similar, but less than significant, vibration impacts.

Substantial Permanent Increase in Ambient Noise Levels

As shown in **Table 5-12**, the majority of roadway segments under Alternative 2 would not experience an increase in traffic noise levels which would exceed the 5 dBA CNEL noise significance threshold. However, the roadway segment of Michigan Avenue east of Coast Highway would experience an increase of 5.1 dBA CNEL in traffic noise levels in the Future (2035) with Alternative 2 scenario, similar to the proposed project. Since the traffic noise level on this roadway segment would exceed the 5 dBA CNEL significance threshold, a significant impact would occur along this roadway under Alternative 2, similar to the proposed project. While Alternative 2 would include a different roadway configuration and fewer roundabouts than the proposed project, these differences would not substantially affect permanent noise levels because traffic noise levels are primarily affected by a change in traffic volumes. Based on the TIA (IBI 2018), the traffic volumes forecasted for the study area roadway segments do not change between Alternative 2 and the proposed project. To a lesser extent than traffic volumes, traffic noise can also be affected by movement and constraints, such as traffic speed, which can be affected by the intersection being signalized or unsignalized (i.e., stop signs or roundabouts) and lane configurations (e.g., 2 or 4 lanes). However, the results of the noise modeling indicate that the modifications to Coast Highway under Alternative 2 do not result in a measurable change in noise levels.

Because of the configuration of existing land uses in this area, the impact to Michigan Avenue east of Coast Highway could not be avoided with implementation of Alternative 2. Specifically, vehicles traveling on this roadway segment access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in this location. For these reasons, impacts associated with a permanent increase in ambient noise levels would significant and unavoidable under Alternative 2, similar to the proposed project.

TABLE 5-12
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE CONDITIONS + ALTERNATIVE 2

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 2 (A)	Future with Alternative 2 (B)	Alternative 2 Increment (B-A)	Exceed Threshold?
Coast Highway				
Between SR 76 Ramps and Surfrider Way	67.7	70.2	2.5	No
Between Surfrider Way and Civic Center Drive	64.2	68.3	4.1	No
Between Civic Center Drive and Pier View Way	64.7	68.4	3.7	No
Between Pier View Way and Mission Way	64.8	68.2	3.4	No
Between Mission Way and Seagaze Street	65.8	68.2	2.4	No
Between Seagaze Street and Missouri Avenue	64.5	67.0	2.5	No
Between Missouri Avenue and Washington Avenue	63.9	66.8	2.9	No
Between Washington Avenue and Wisconsin Avenue	63.7	67.1	3.4	No
Between Wisconsin Avenue and Oceanside Boulevard	65.8	68.3	2.5	No
Between Oceanside Boulevard and Morse Street	67.1	69.0	1.9	No
Between Morse Street and Cassidy Street	65.8	68.6	2.8	No
Between Cassidy Street and Vista Way	66.9	69.1	2.2	No
Between Vista Way and Eaton Street	67.2	69.0	1.8	No
North of West Street	61.7	64.3	2.6	No
South of West Street	61.4	64.3	2.9	No
North of Kelly Street	61.8	66.3	4.5	No
South of Kelly Street	61.3	64.5	3.2	No
Vista Way				
Between Broadway Street and Coast Highway	63.6	62.3	-1.3	No
Between Coast Highway and Ditmar Street	69.6	68.7	-0.9	No
Cassidy Street				
Between Broadway Street and Tremont Street	65.2	62.8	-2.4	No
Between Tremont Street and Coast Highway	62.8	64.4	1.6	No
Between Coast Highway and Freeman Street	60.8	63.8	3.0	No
Between Freeman Street and Ditmar Street	60.2	60.2	0.0	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 2 (A)	Future with Alternative 2 (B)	Alternative 2 Increment (B-A)	Exceed Threshold?
Morse Street				
Between Coast Highway and Freeman Street	65.2	63.9	-1.3	No
Between Freeman Street and Ditmar Street	62.0	61.4	-0.6	No
Oceanside Boulevard				
Between Tremont Street and Coast Highway	63.9	64.4	0.5	No
Between Coast Highway and Ditmar Street	67.7	68.7	1.0	No
Wisconsin Avenue				
Between Tremont Street and Coast Highway	64.2	65.3	1.1	No
Between Coast Highway and Freeman Street	63.2	63.0	-0.2	No
Between Freeman Street and Ditmar Street	65.2	65.0	-0.2	No
Washington Avenue				
West of Coast Highway	56.1	59.0	2.9	No
East of Coast Highway	53.0	56.5	3.5	No
Missouri Avenue				
West of Coast Highway	58.2	54.6	-3.6	No
East of Coast Highway	55.5	55.8	0.3	No
Michigan Avenue				
West of Coast Highway	57.1	61.2	4.1	No
East of Coast Highway	54.5	59.6	5.1	**Yes**
Seagaze Street				
Between Tremont Street and Coast Highway	65.9	66.1	0.2	No
Between Coast Highway and Freeman Street	63.2	63.0	-0.2	No
Between Freeman Street and Ditmar Street	66.2	66.8	0.6	No
Mission Avenue				
Between Cleveland Street and Coast Highway	65.2	64.9	-0.3	No
Between Coast Highway and Horne Street	65.2	64.5	-0.7	No
Pier View Way				
West of Coast Highway	61.1	62.0	0.9	No
Between Coast Highway and Horne Street	60.5	55.1	-5.4	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 2 (A)	Future with Alternative 2 (B)	Alternative 2 Increment (B-A)	Exceed Threshold?
Civic Center Drive				
West of Coast Highway	59.3	60.9	1.6	No
East of Coast Highway	59.7	60.7	1.0	No
Surfrider Way				
West of Coast Highway	62.1	64.7	2.6	No
East of Coast Highway	59.5	61.5	2.0	No
Vandergrift Boulevard				
North of San Rafael Drive	72.4	72.4	0.0	No
South of San Rafael Drive	72.3	72.3	0.0	No
State Route 76				
West of I-5 SB On-Ramp	72.0	72.7	0.7	No
East of I-5 SB On-Ramp	73.3	73.5	0.2	No
Mission Avenue				
West of I-5 SB Off-Ramp	69.2	68.9	-0.3	No
East of I-5 SB Off-Ramp	68.5	68.1	-0.4	No
Oceanside Boulevard				
West of I-5 SB On/Off-Ramp	70.2	70.3	0.1	No
East of I-5 NB On/Off-Ramp	71.0	71.1	0.1	No
California Street				
West of Soto Street/I-5 NB On-Ramp	59.2	59.2	0.0	No
Cassidy Street				
East of I-5 SB On-Ramp/I-5 SB Off-Ramp	61.1	61.1	0.0	No
Vista Way				
West of I-5 SB On/Off-Ramp	72.3	72.5	0.2	No

[a] Based on noise levels at 25 feet distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018

Substantial Temporary Increase in Ambient Noise Levels

Similar to the proposed project, construction activities associated with the corridor improvements under Alternative 2 would increase existing ambient noise levels at noise sensitive receptors (i.e. residences) near the construction activity. Construction noise would average approximately 80 dBA L_{eq} at 100 feet from a construction activity, which would temporarily increase existing ambient noise levels of approximately 65 dBA L_{eq} at sensitive receptor locations along the project corridor. Temporary increases in noise associated with construction would be potentially significant; Alternative 2 would be required to implement the same mitigation measures as the

proposed project. While the reduced construction area under Alternative 2 would reduce the number of sensitive receptors that could be exposed to temporary increases in noise, the mitigation measures might not be feasible at every location within the reduced construction area to reduce temporary noise impacts, similar to the proposed project. Thus, impacts would remain significant and unavoidable under Alternative 2.

Noise Levels Associated with Private and Public Airports

Similar to the proposed project, Alternative 2 would not be located within the vicinity of an airport or private airstrip, where noise levels would result in significant impacts. No impacts related to airport noise would occur under the proposed project or under Alternative 2.

5.7.11 Population and Housing

Under Alternative 2, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 2, this alternative could result in the same projected population growth as the proposed project. Effects related to population growth would be similar to the proposed project.

5.7.12 Public Services

Under Alternative 2, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 2, this alternative could result in the same projected population growth as the proposed project. For these reasons, impacts on public services would be similar for Alternative 2 as for the proposed project. As found for the proposed project, Alternative 2 would not result in significant environmental impacts related to the provision of public services.

5.7.13 Recreation and Parks

Under Alternative 2, implementation of the corridor improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Since the Incentive District component would remain unchanged between the proposed project and Alternative 2, this alternative could result in the same population growth as the proposed project. For these reasons, impacts on recreation and parks would be similar for Alternative 2 as for the proposed project. As found for the proposed project, Alternative 2 would not result in significant environmental impacts related to recreation and parks.

5.7.14 Transportation and Traffic

As stated above, the Complete Streets improvements under Alternative 2 would be modified to extend from Harbor Drive to Morse Street, a shorter length than the improvements included in the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction. Coast Highway

would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to Figure 5-4). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections:

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 2 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As in existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way, and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 2 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping.

Existing Conditions + Alternative 2 Scenario

The Existing Conditions + Alternative 2 scenario was modeled with two travel lanes throughout the corridor with four lanes between Morse Street and Vista Way and with a land use condition representative of existing land uses within the city in 2013. **Figures 5-5a** through **5-5d** illustrate the AM and PM peak-hour volumes for the 54 study intersections analyzed in the Existing Conditions + Alternative 2 scenario.[11] **Table 5-13** summarizes the LOS and delay for both the Existing Conditions and Existing Conditions + Alternative 2 scenarios for the study area intersections. As stated above, the City has established a minimum LOS threshold of LOS D for intersections during peak-hour operations (i.e., LOS E or LOS F are deficient service levels), which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

As shown in Table 5-13, implementation of the modified Complete Streets improvements under Alternative 2 would not cause any of the study area intersections to operate at a deficient LOS. Therefore, implementation of Alternative 2 would result in less than significant impacts under the Existing Conditions + Alternative 2 scenario.

[11] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

TABLE 5-13
LOS ANALYSIS: EXISTING CONDITIONS + ALTERNATIVE 2

		Existing Conditions without Alternative 2				Existing Conditions + Alternative 2				
Intersection		**Traffic Control**	**Peak Hour**	**Delay (s)**	**LOS**	**Traffic Control**	**Peak Hour**	**Delay (s)**	**LOS**	**Impact**
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	28.0	C	Signalized	AM	31.1	C	No
			PM	51.3	D		PM	51.3	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	13.7	B	RBT	AM	3.1	A	No
			PM	37.1	D		PM	8.6	A	No
3	Surfrider Way & Pacific Street	AWSC	AM	8.5	A	AWSC	AM	8.5	A	No
			PM	11.2	B		PM	10.5	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	10.4	B	Signalized	AM	11.4	B	No
			PM	14.4	B		PM	19.1	B	No
5	Coast Highway & Civic Center Drive	Signalized	AM	13.7	B	RBT	AM	6.1	A	No
			PM	15.1	B		PM	13.3	B	No
6	Coast Highway & Pier View Way	Signalized	AM	16.8	B	RBT	AM	5.6	A	No
			PM	16.6	B		PM	12.9	B	No
7	Pier View Way & Horne Street	AWSC	AM	8.7	A	AWSC	AM	8.7	A	No
			PM	11.9	B		PM	11.9	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	7.9	A	AWSC	AM	7.9	A	No
			PM	10.1	B		PM	10.0	A	No
9	Mission Avenue & Cleveland Street	Signalized	AM	8.1	A	Signalized	AM	8.1	A	No
			PM	10.6	B		PM	10.6	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	13.1	B	Signalized	AM	8.0	A	No
			PM	13.8	B		PM	12.2	B	No
11	Mission Avenue & Horne Street	Signalized	AM	7.4	A	Signalized	AM	6.7	A	No
			PM	18.9	B		PM	17.1	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	3.3	A	SSSC	AM	9.1	A	No
			PM	11.5	B		PM	11.5	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	14.7	B	Signalized	AM	16.1	B	No
			PM	23.9	C		PM	27.3	C	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.3	A	SSSC	AM	10.3	B	No
			PM	15.6	C		PM	15.6	C	No
15	Seagaze Street & Ditmar Street	AWSC	AM	7.9	A	AWSC	AM	7.6	A	No
			PM	12.5	B		PM	12.0	B	No
16	Seagaze Street & Clementine Street	SSSC	AM	7.9	A	SSSC	AM	7.5	A	No
			PM	13.1	B		PM	8.3	A	No
17	Coast Highway & Missouri Avenue	SSSC	AM	12.0	B	SSSC	AM	10.0	A	No
			PM	23.9	C		PM	13.5	B	No

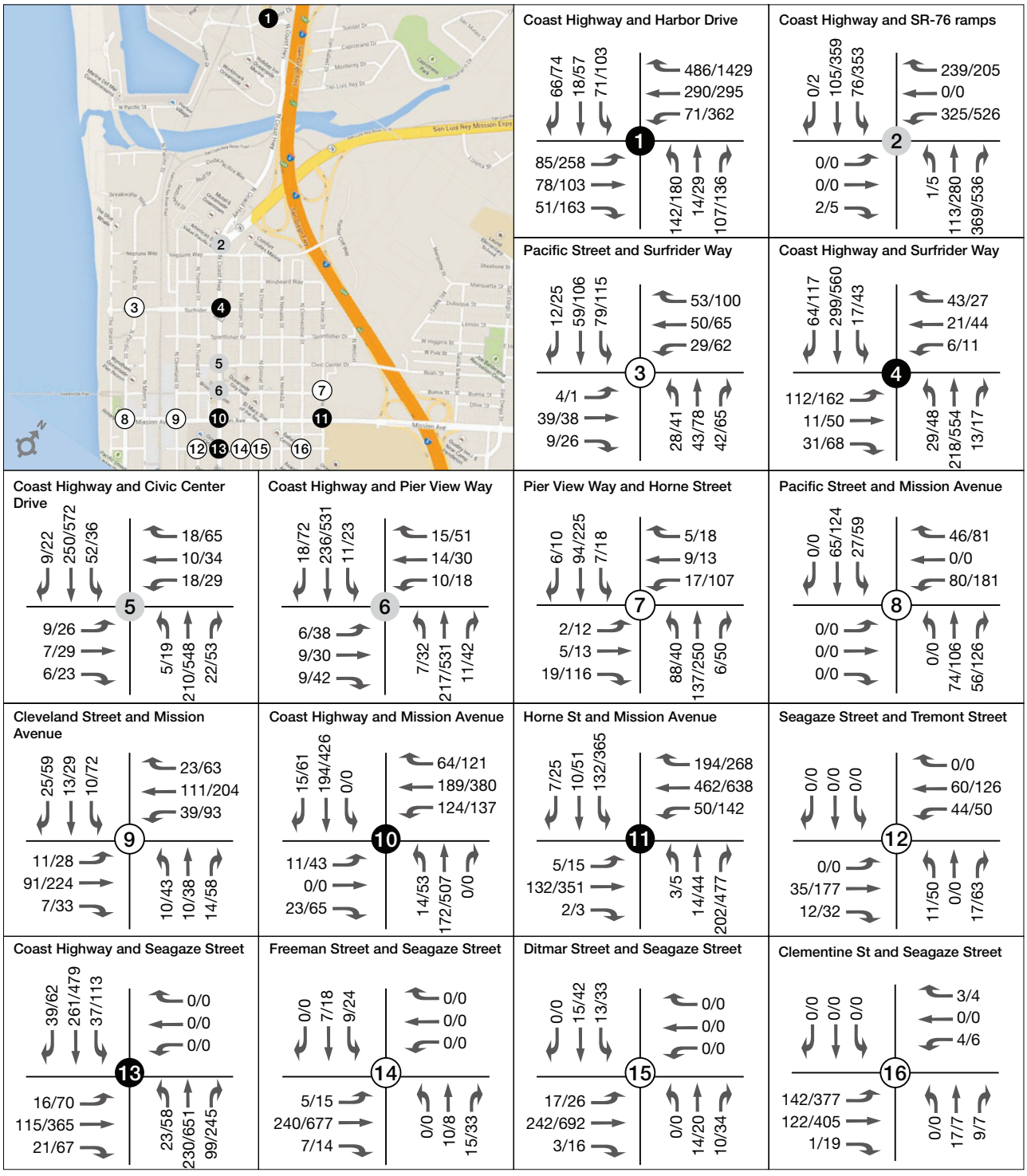
Intersection		Existing Conditions without Alternative 2				Existing Conditions + Alternative 2				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
18	Coast Highway & Washington Avenue	SSSC	AM	11.3	B	RBT	AM	6.1	A	No
			PM	22.0	C		PM	13.2	B	No
19	Wisconsin Avenue & Pacific Street	AWSC	AM	8.1	A	AWSC	AM	7.8	A	No
			PM	9.8	A		PM	9.5	A	No
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.6	B	SSSC	AM	10.6	B	No
			PM	14.0	B		PM	14.0	B	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	8.9	A	RBT	AM	7.0	A	No
			PM	12.2	B		PM	22.0	C	No
22	Wisconsin Avenue & Freeman Street	SSSC	AM	9.1	A	SSSC	AM	9.1	A	No
			PM	9.7	A		PM	9.7	A	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	9.7	A	SSSC	AM	9.7	A	No
			PM	10.1	B		PM	10.1	B	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	7.5	A	AWSC	AM	7.3	A	No
			PM	7.9	A		PM	7.9	A	No
25	Oceanside Boulevard & Pacific Street	AWSC	AM	8.0	A	AWSC	AM	7.7	A	No
			PM	9.0	A		PM	8.7	A	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	10.9	B	SSSC	AM	11.0	B	No
			PM	14.7	B		PM	14.8	B	No
27	Coast Highway & Oceanside Boulevard	Signalized	AM	29.7	C	Signalized	AM	30.1	C	No
			PM	39.7	D		PM	41.2	D	No
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	5.7	A	Signalized	AM	5.4	A	No
			PM	6.8	A		PM	5.9	A	No
29	Coast Highway & Morse Street	Signalized	AM	9.0	A	Signalized	AM	21.0	C	No
			PM	9.8	A		PM	10.1	A	No
30	Morse Street & Freeman Street	SSSC	AM	9.0	A	SSSC	AM	9.0	A	No
			PM	10.0	B		PM	10.0	B	No
31	Morse Street & Ditmar Street	SSSC	AM	8.8	A	SSSC	AM	8.8	A	No
			PM	9.2	A		PM	9.2	A	No
32	Cassidy Street & Pacific Street	AWSC	AM	7.7	A	AWSC	AM	7.3	A	No
			PM	9.3	A		PM	8.7	A	No
33	Cassidy Street & Broadway Street	SSSC	AM	10.3	B	SSSC	AM	10.3	B	No
			PM	14.5	B		PM	14.5	B	No
34	Cassidy Street & Tremont Street	SSSC	AM	9.9	A	SSSC	AM	9.9	A	No
			PM	12.4	B		PM	12.4	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	9.1	A	Signalized	AM	8.9	A	No
			PM	14.0	B		PM	13.2	B	No

	Intersection	Existing Conditions without Alternative 2				Existing Conditions + Alternative 2				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
36	Cassidy Street & Freeman Street	SSSC	AM	10.2	B	SSSC	AM	10.2	B	No
			PM	12.7	B		PM	12.7	B	No
37	Cassidy Street & Ditmar Street	AWSC	AM	8.1	A	AWSC	AM	7.9	A	No
			PM	9.5	A		PM	9.0	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.3	A	AWSC	AM	8.9	A	No
			PM	13.2	B		PM	12.0	B	No
39	Vista Way & Broadway Street	SSSC	AM	7.4	A	SSSC	AM	7.4	A	No
			PM	7.6	A		PM	7.6	A	No
40	Coast Highway & Vista Way	Signalized	AM	22.7	C	Signalized	AM	23.4	C	No
			PM	37.0	D		PM	39.5	D	No
41	Vista Way & Freeman Street	SSSC	AM	12.2	B	SSSC	AM	12.2	B	No
			PM	15.3	C		PM	15.3	C	No
42	Vista Way & Ditmar Street	SSSC	AM	13.0	B	SSSC	AM	13.0	B	No
			PM	18.7	C		PM	18.7	C	No
43	Vista Way & Stewart Street	SSSC	AM	12.3	B	SSSC	AM	12.3	B	No
			PM	17.4	C		PM	17.4	C	No
44	Coast Highway & Eaton Street	SSSC	AM	12.8	B	SSSC	AM	13.1	B	No
			PM	14.3	B		PM	14.5	B	No
45	Coast Highway & Michigan Avenue	Signalized	AM	7.3	A	RBT	AM	6.7	A	No
			PM	9.0	A		PM	22.5	C	No
46	Coast Highway & West Street	SSSC	AM	--	--	RBT	AM	--	--	--
			PM	--	--		PM	--	--	--
47	Coast Highway & Kelly Street	SSSC	AM	--	--	SSSC	AM	--	--	--
			PM	--	--		PM	--	--	--
Caltrans Intersections										
48	Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	17.6	B	Signalized	AM	17.6	B	No
			PM	22.7	C		PM	22.7	C	No
49	SR-76 - I-5 SB On-Ramp	Signalized	AM	8.9	A	Signalized	AM	8.9	A	No
			PM	6.9	A		PM	6.9	A	No
50	SR-76 - I-5 NB On/Off-Ramp	Signalized	AM	21	C	Signalized	AM	21.0	C	No
			PM	25.5	C		PM	25.5	C	No
51	Mission - I-5 SB Off-Ramp	Signalized	AM	23.0	C	Signalized	AM	23.0	C	No
			PM	35.0	C		PM	35.0	C	No
52	Oceanside - I-5 SB On/Off-Ramp	Signalized	AM	46.6	D	Signalized	AM	46.6	D	No
			PM	43.3	D		PM	43.3	D	No
53	Oceanside - I-5 NB On/Off-Ramp	Signalized	AM	34.2	C	Signalized	AM	34.2	C	No
			PM	39.2	D		PM	39.2	D	No

Intersection		Existing Conditions without Alternative 2				Existing Conditions + Alternative 2				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
54	California - I-5 NB On-Ramp	AWSC	AM	8.9	A	AWSC	AM	8.9	A	No
			PM	8.7	A		PM	8.7	A	No
55	Cassidy - I-5 SB On/Off-Ramp	SSSC	AM	11	B	SSSC	AM	11.0	B	No
			PM	11.2	B		PM	11.2	B	No
56	Vista Way - I-5 SB On/Off Ramp	Signalized	AM	50	D	Signalized	AM	50.0	D	No
			PM	174.2	F		PM	174.2	F	No

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. RBT – Roundabout
F. The minimum acceptable LOS is "D" for intersections 1-47
G. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.H. Existing volumes not available for intersections 46 and 47

SOURCE: IBI 2018.

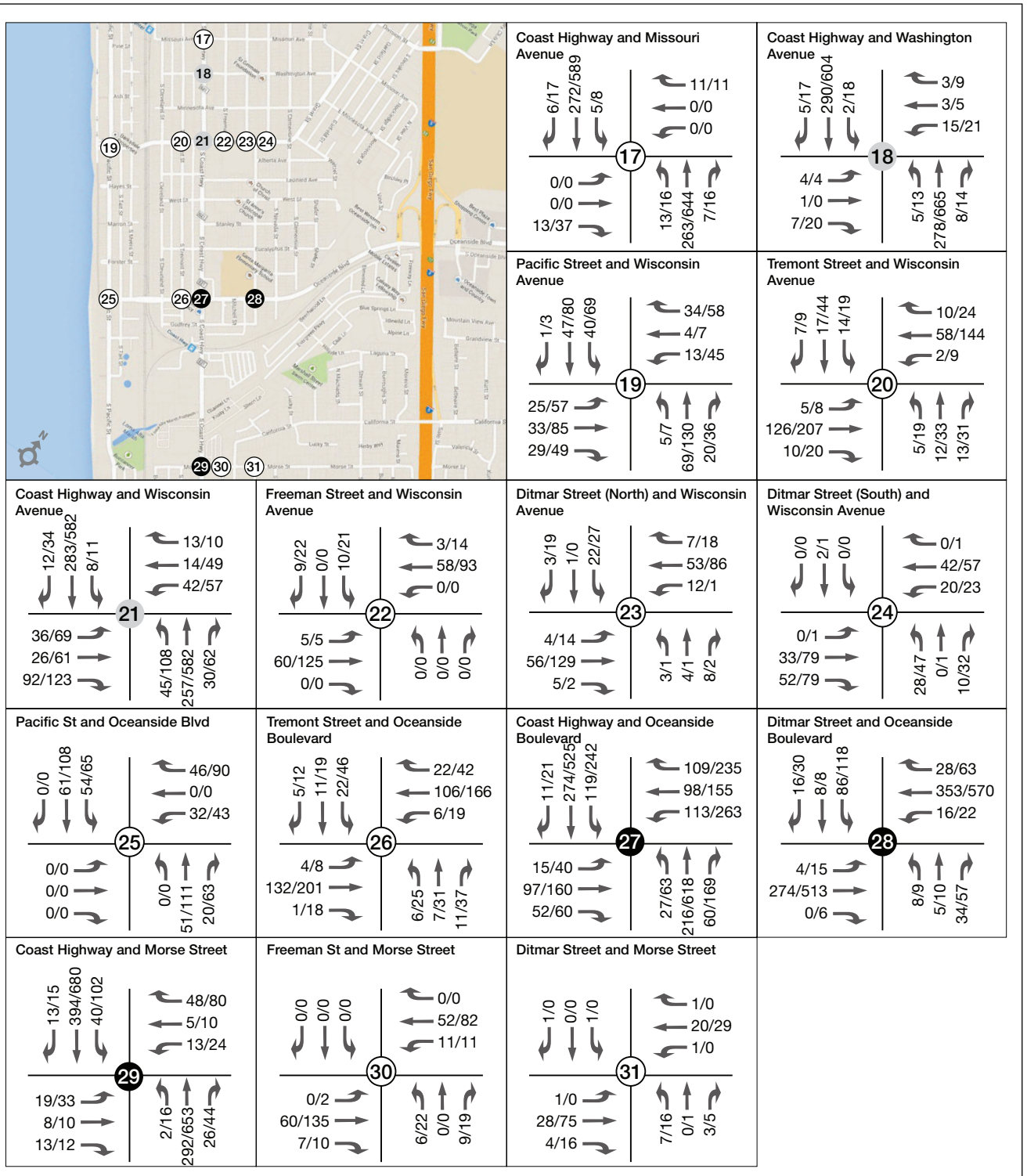


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-5a

Existing Conditions + Alternative 2 Peak Hour Volumes

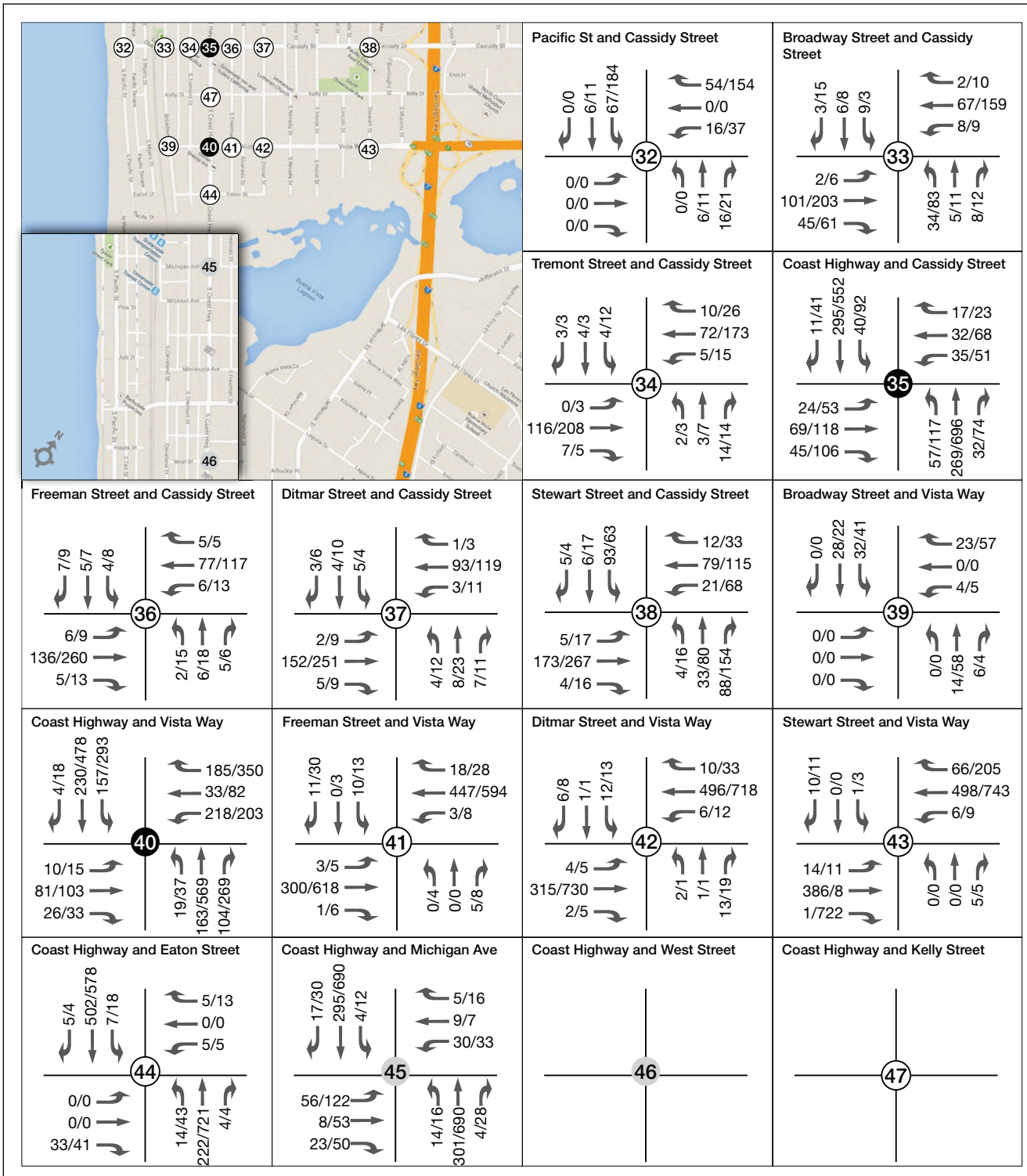


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-5b

Existing Conditions + Alternative 2 Peak Hour Volumes

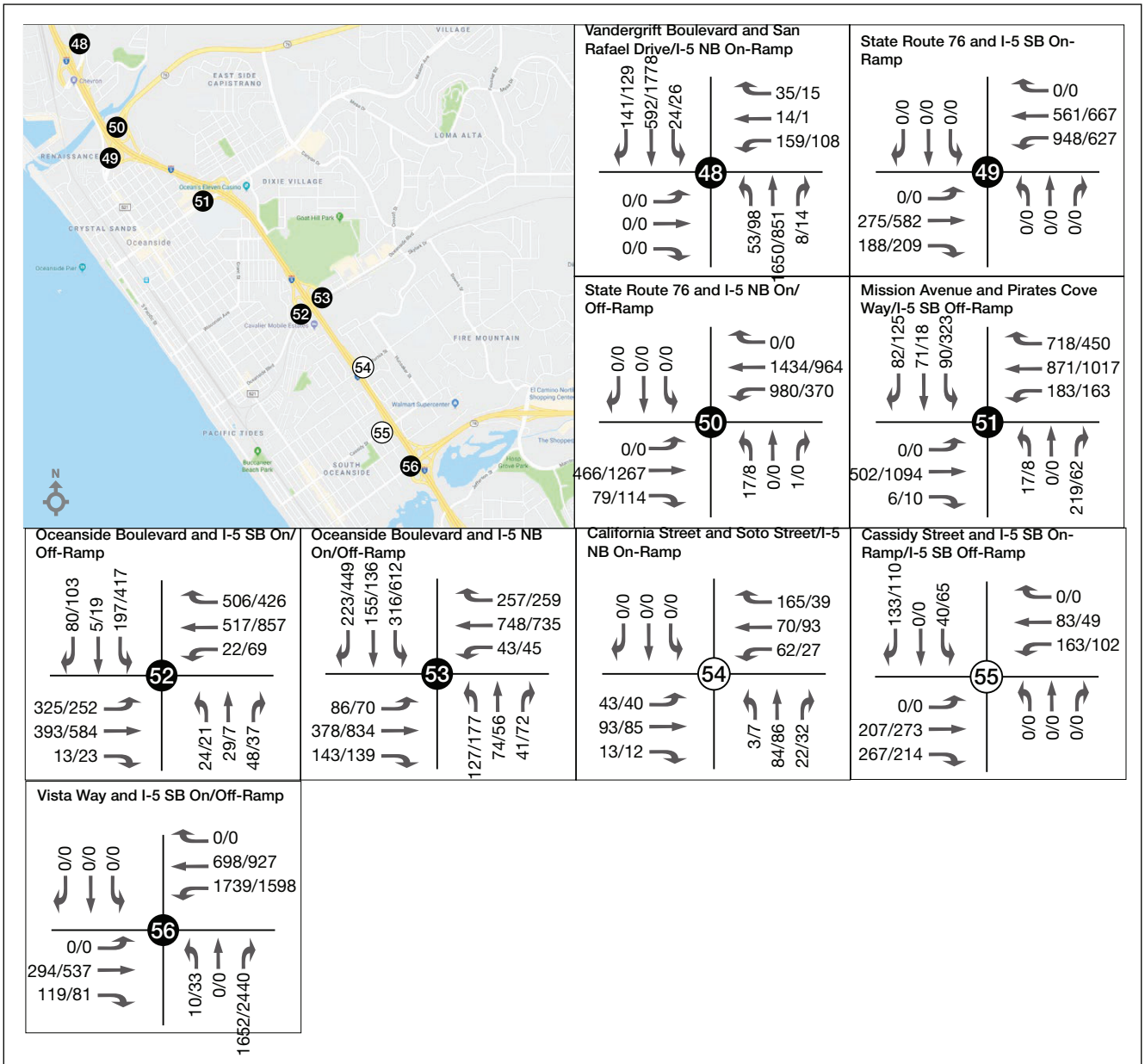


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-5c

Existing Conditions + Alternative 2 Peak Hour Volumes



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-5d

Existing Conditions + Alternative 2 Peak Hour Volumes

Future Conditions without Alternative 2 Scenario

As shown in **Table 5-14** below, all of the study intersections in the Future Conditions scenario would operate at LOS (LOS D or better), with the exception of the following intersections, which would operate at a deficient LOS:

1. Coast Highway & Harbor Drive / I-5 Ramps – LOS E during PM peak hour
19. Wisconsin Avenue & Pacific Street – LOS F during PM peak hour
26. Oceanside Boulevard & Tremont Street – LOS F during PM peak hour
30. Morse Street & Freeman Street – LOS F during PM peak hour
33. Cassidy Street & Broadway Street – LOS F during PM peak hour
36. Cassidy Street & Freeman Street – LOS F during PM peak hour
40. Cost Highway & Vista Way – LOS E during PM peak hour
41. Vista Way & Freeman Street – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
43. Vista Way & Stewart Street – LOS F during PM peak hour
56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

Future Conditions + Alternative 2 Scenario

The Future Conditions + Alternative 2 scenario was modeled using the proposed reconfiguration of Coast Highway with implementation of Alternative 2, which accounts for development and/or redevelopment that may occur under the Incentive District. **Figures 5-6a** through **5-6d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions + Alternative 2 scenario. Table 5-14 summarizes the LOS and delay for future conditions with and without Alternative 2 scenarios at the study area intersections.

TABLE 5-14
LOS ANALYSIS: FUTURE CONDITIONS + ALTERNATIVE 2

		Future Conditions without Alternative 2				Future Conditions + Alternative 2				
Intersection		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	31.1	C	Signalized	AM	29.8	C	No
			PM	68.9	E		PM	53.7	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	12.7	B	RBT	AM	3.0	A	No
			PM	25.6	C		PM	17.8	C	No
3	Surfrider Way & Pacific Street	AWSC	AM	10.4	B	AWSC	AM	9.7	A	No
			PM	19.5	C		PM	14.6	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	16.4	B	Signalized	AM	9.8	A	No
			PM	17.1	B		PM	18.0	B	No

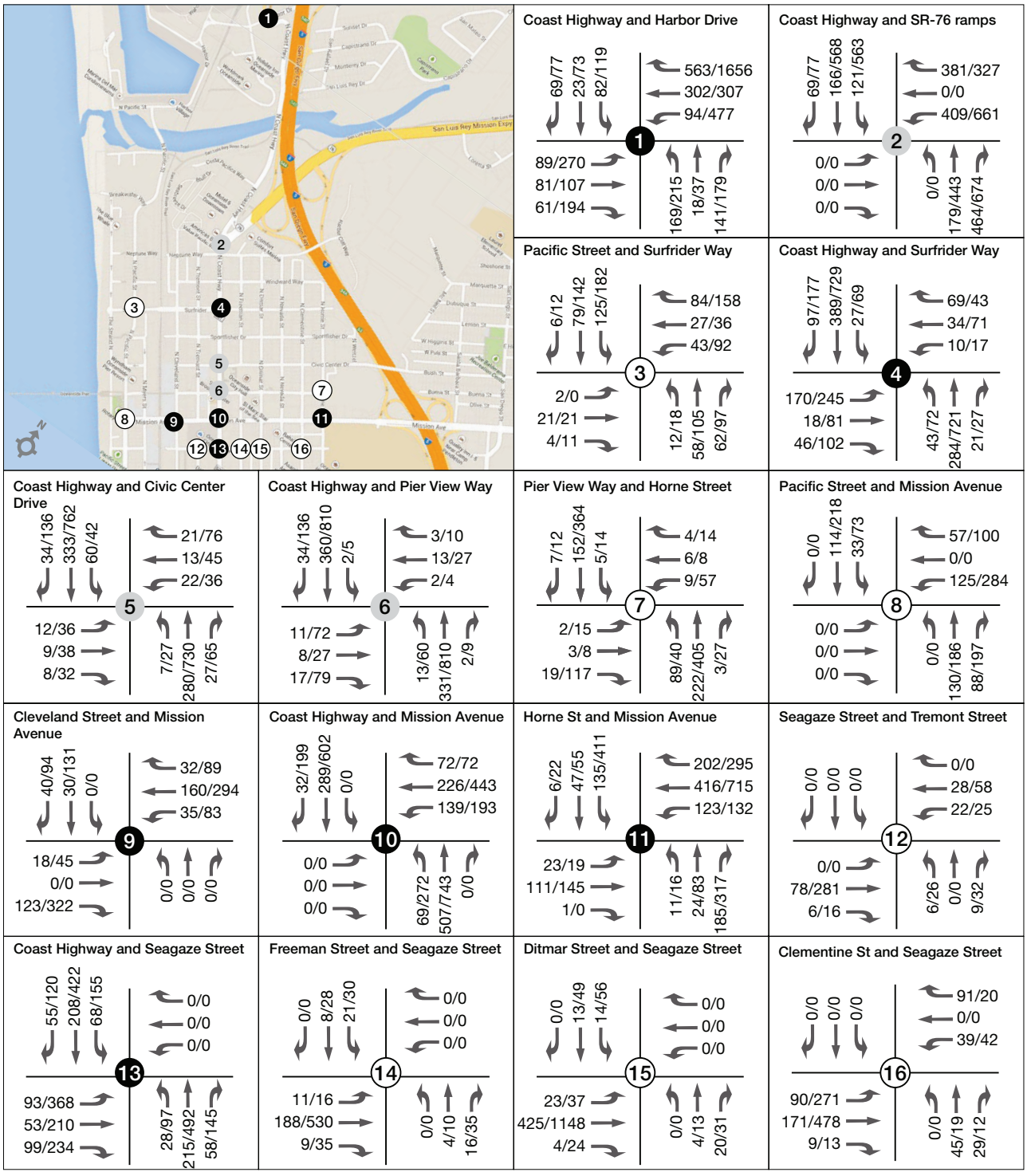
Intersection		Future Conditions without Alternative 2				Future Conditions + Alternative 2				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
5	Coast Highway & Civic Center Drive	Signalized	AM	13.2	B	RBT	AM	7.3	A	No
			PM	15.6	B		PM	30.6	D	No
6	Coast Highway & Pier View Way	Signalized	AM	19.2	B	RBT	AM	7.1	A	No
			PM	8.7	A		**PM**	**46.4**	**E**	**Yes**
7	Pier View Way & Horne Street	AWSC	AM	9.4	A	AWSC	AM	8.9	A	No
			PM	17.6	C		PM	11.9	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	9.5	A	AWSC	AM	9.3	A	No
			PM	19.4	C		PM	17.6	C	No
9	Mission Avenue & Cleveland Street	Signalized	AM	18.8	B	Signalized	AM	14.8	B	No
			PM	17.7	B		PM	16.8	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	12.0	B	Signalized	AM	15.2	B	No
			PM	12.8	B		PM	30.6	C	No
11	Mission Avenue & Horne Street	Signalized	AM	6.9	A	Signalized	AM	13.3	B	No
			PM	10.7	B		PM	12.8	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	9.8	A	SSSC	AM	9.1	A	No
			PM	17.1	C		PM	11.2	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	15.8	B	Signalized	AM	13.1	B	No
			PM	22.7	C		PM	16.7	B	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.1	B	SSSC	AM	10.0	B	No
			PM	15.0	B		PM	14.4	B	No
15	Seagaze Street & Ditmar Street	AWSC	AM	8.6	A	AWSC	AM	8.7	A	No
			PM	30.2	D		**PM**	**38.0**	**E**	**Yes**
16	Seagaze Street & Clementine Street	SSSC	AM	8.3	A	SSSC	AM	8.2	A	No
			PM	17.7	C		PM	14.3	B	No
17	Coast Highway & Missouri Avenue	SSSC	AM	10.8	B	SSSC	AM	10.0	A	No
			PM	15.7	C		PM	13.3	B	No
18	Coast Highway & Washington Avenue	SSSC	AM	9.9	A	RBT	AM	5.9	A	No
			PM	13.8	B		PM	12.9	B	No
19	Wisconsin Avenue & Pacific Street	AWSC	AM	10.1	B	AWSC	AM	9.7	A	No
			PM	51.3	F		PM	20.4	C	No
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.8	B	SSSC	AM	12.7	B	No
			PM	14.9	B		PM	30.8	D	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	14.5	B	RBT	AM	8.5	A	No
			PM	24.5	C		**PM**	**57.8**	**F**	**Yes**
22	Wisconsin Avenue & Freeman Street	SSSC	AM	11.5	B	SSSC	AM	10.9	B	No
			PM	19.4	C		PM	14.9	B	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	13.2	B	SSSC	AM	13.1	B	No
			PM	17.9	C		PM	17.9	C	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	9.5	A	AWSC	AM	9.7	A	No
			PM	23.7	C		PM	26.5	D	No

Intersection		Future Conditions without Alternative 2				Future Conditions + Alternative 2				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
25	Oceanside Boulevard & Pacific Street	AWSC	AM	9.1	A	AWSC	AM	9.2	A	No
			PM	12.1	B		PM	12.6	B	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	14.3	B	SSSC	AM	13.8	B	No
			PM	91.0	F		PM	42.0	E	No
27	Coast Highway & Oceanside Boulevard	Signalized	AM	26.2	C	Signalized	AM	26.7	C	No
			PM	32.1	C		PM	47.4	D	No
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	14.9	B	Signalized	AM	15.3	B	No
			PM	15.3	B		PM	15.6	B	No
29	Coast Highway & Morse Street	Signalized	AM	19.6	B	Signalized	AM	9.4	A	No
			PM	22.9	C		PM	15.0	B	No
30	Morse Street & Freeman Street	SSSC	AM	12.9	B	SSSC	AM	10.5	B	No
			PM	112.9	F		PM	16.8	C	No
31	Morse Street & Ditmar Street	SSSC	AM	9.5	A	SSSC	AM	9.3	A	No
			PM	11.5	B		PM	10.9	B	No
32	Cassidy Street & Pacific Street	AWSC	AM	8.6	A	AWSC	AM	8.6	A	No
			PM	16.8	C		PM	17.0	C	No
33	Cassidy Street & Broadway Street	SSSC	AM	16.0	C	SSSC	AM	11.6	B	No
			PM	397.4	F		PM	26.5	D	No
34	Cassidy Street & Tremont Street	SSSC	AM	10.1	B	SSSC	AM	10.3	B	No
			PM	13.1	B		PM	12.7	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	18.5	B	Signalized	AM	12.8	B	No
			PM	20.0	C		PM	31.5	C	No
36	Cassidy Street & Freeman Street	SSSC	AM	21.4	C	SSSC	AM	11.0	B	No
			PM	OVF	F		PM	26.1	D	No
37	Cassidy Street & Ditmar Street	AWSC	AM	7.6	A	AWSC	AM	7.5	A	No
			PM	8.6	A		PM	8.5	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.2	A	AWSC	AM	8.9	A	No
			PM	13.8	B		PM	12.4	B	No
39	Vista Way & Broadway Street	SSSC	AM	8.5	A	SSSC	AM	8.0	A	No
			PM	9.4	A		PM	8.4	A	No
40	Coast Highway & Vista Way	Signalized	AM	32.8	C	Signalized	AM	35.3	D	No
			PM	78.9	E		PM	54.9	D	No
41	Vista Way & Freeman Street	SSSC	AM	34.0	D	SSSC	AM	16.8	C	No
			PM	OVF	F		PM	49.4	E	No
42	Vista Way & Ditmar Street	SSSC	AM	26.2	D	SSSC	AM	25.2	D	No
			PM	294.2	F		**PM**	**OVF**	**F**	**Yes**
43	Vista Way & Stewart Street	SSSC	AM	22.0	C	SSSC	AM	22.1	C	No
			PM	69.1	F		PM	66.8	F	No
44	Coast Highway & Eaton Street	SSSC	AM	14.9	B	SSSC	AM	18.8	C	No
			PM	17.4	C		PM	24.5	C	No

Intersection		Future Conditions without Alternative 2				Future Conditions + Alternative 2				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
45	Coast Highway & Michigan Avenue	Signalized	AM	4.7	A	RBT	AM	6.4	A	No
			PM	5.4	A		PM	19.4	C	No
46	Coast Highway & West Street	SSSC	AM	9.6	A	RBT	AM	4.9	A	No
			PM	11.2	B		PM	7.3	A	No
47	Coast Highway & Kelly Street	SSSC	AM	10.0	B	SSSC	AM	14.2	B	No
			PM	12.7	B		**PM**	**69.4**	**F**	**Yes**
Caltrans Intersections										
48	Harbor/Vandergrift Blvd - I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	15.0	B	Signalized	AM	16.6	B	No
			PM	37.4	D		PM	45.6	D	No
49	SR-76 - I-5 SB On-Ramp	Signalized	AM	4.8	A	Signalized	AM	4.9	A	No
			PM	4.4	A		PM	4.7	A	No
50	SR-76 - I-5 NB On/Off-Ramp	Signalized	AM	17.1	B	Signalized	AM	18.4	B	No
			PM	27.3	C		PM	30.9	C	No
51	Mission - I-5 SB Off-Ramp	Signalized	AM	16.3	B	Signalized	AM	17.2	B	No
			PM	23.5	C		PM	23.1	C	No
52	Oceanside - I-5 SB On/Off-Ramp	Signalized	AM	28.3	C	Signalized	**AM**	**38.2**	**D**	**Yes**
			PM	34.9	C		**PM**	**46.0**	**D**	**Yes**
53	Oceanside - I-5 NB On/Off-Ramp	Signalized	AM	35.7	D	Signalized	AM	36.4	D	No
			PM	42.8	D		PM	47.3	D	No
54	California - I-5 NB On-Ramp	AWSC	AM	8.3	A	AWSC	AM	8.0	A	No
			PM	8.2	A		PM	8.1	A	No
55	Cassidy - I-5 SB On/Off-Ramp	SSSC	AM	9.3	A	SSSC	AM	9.3	A	No
			PM	9.5	A		PM	9.5	A	No
56	Vista Way - I-5 SB On/Off Ramp	Signalized	AM	25.8	C	Signalized	AM	32.7	C	No
			PM	88.0	F		**PM**	**89.9**	**F**	**Yes**

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. OVF – Overflow, Synchro is unable to calculate a level of delay
F. RBT – Roundabout
G. The minimum acceptable LOS is "D" for intersections 1-47
H. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

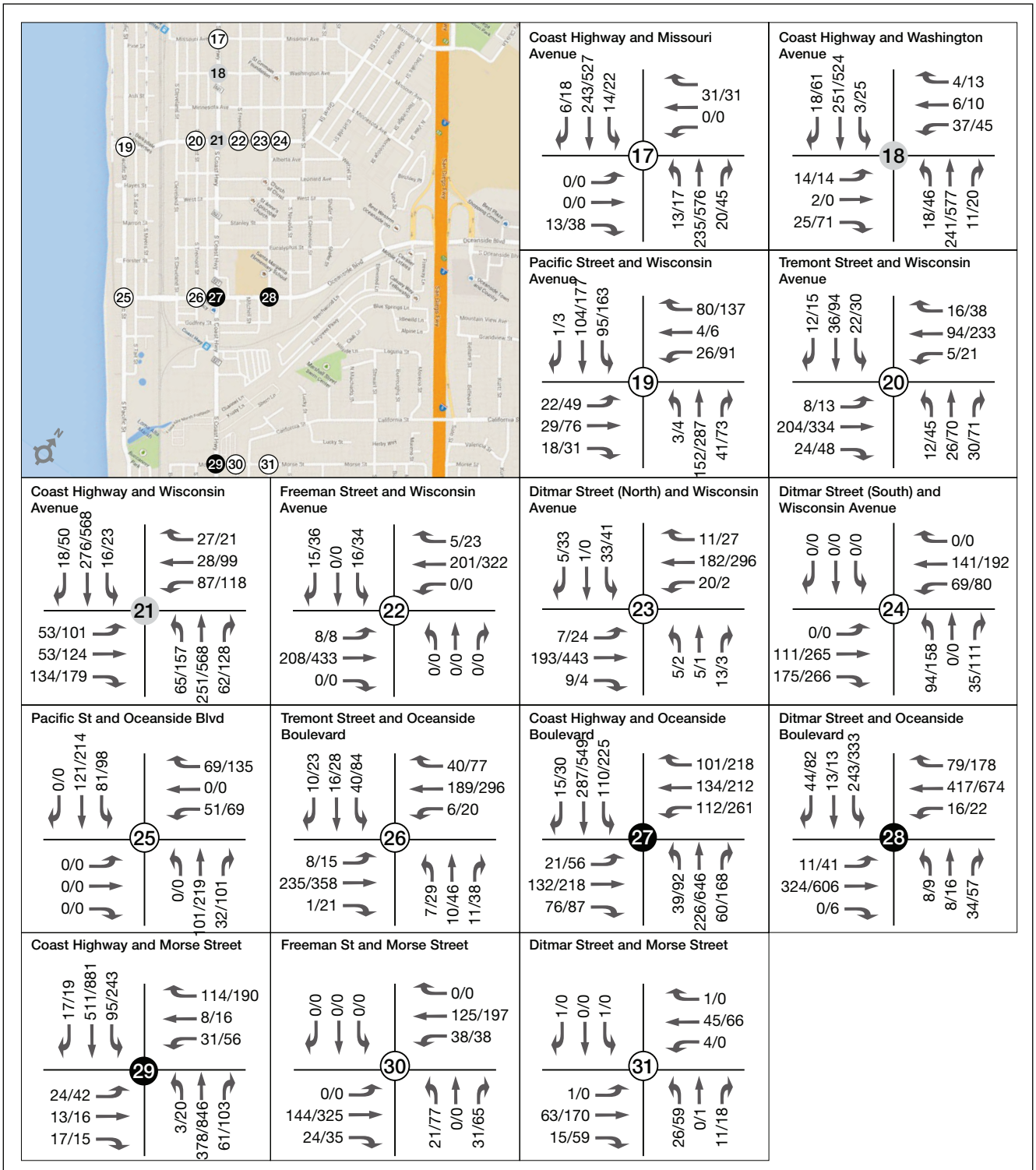


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-6a

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM

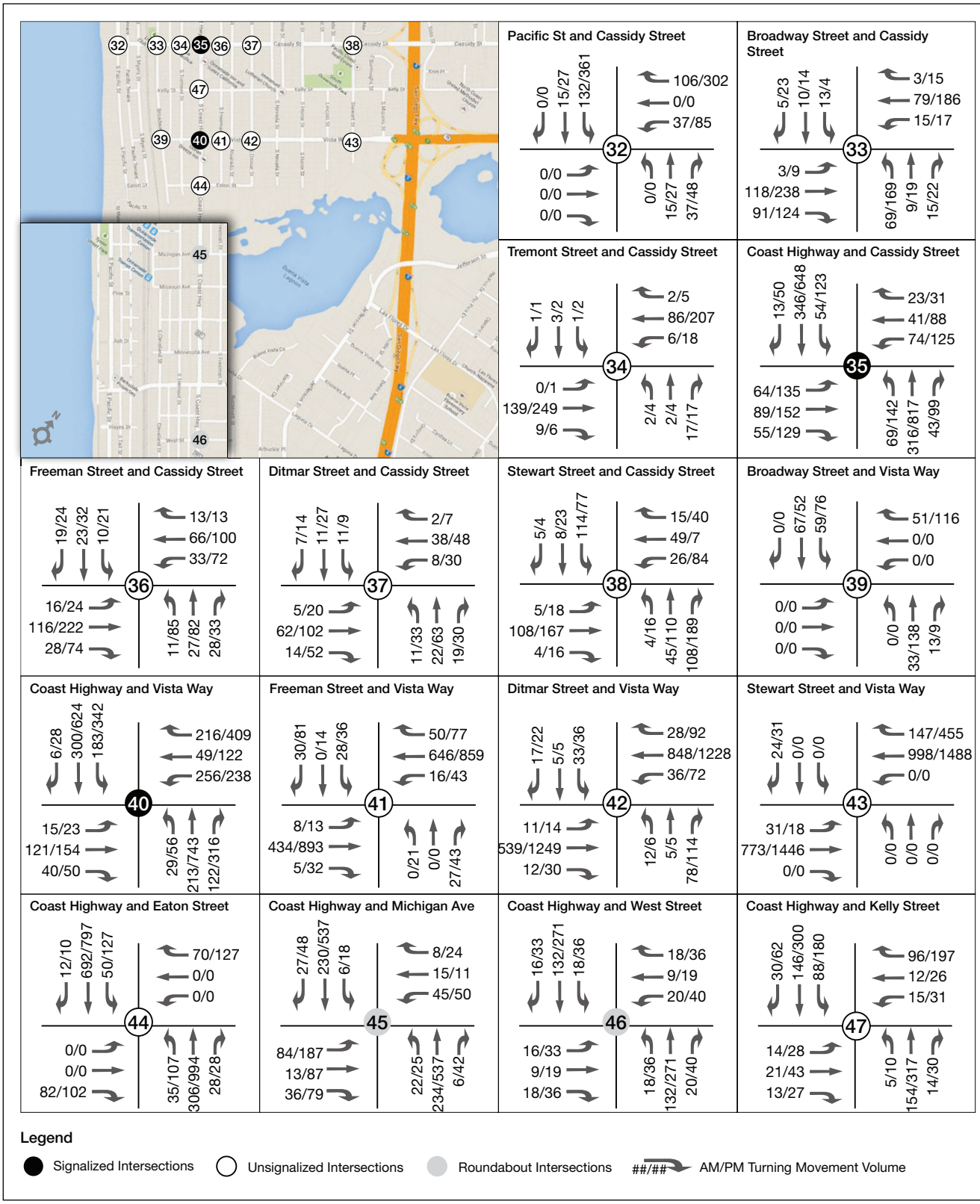


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-6b

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM

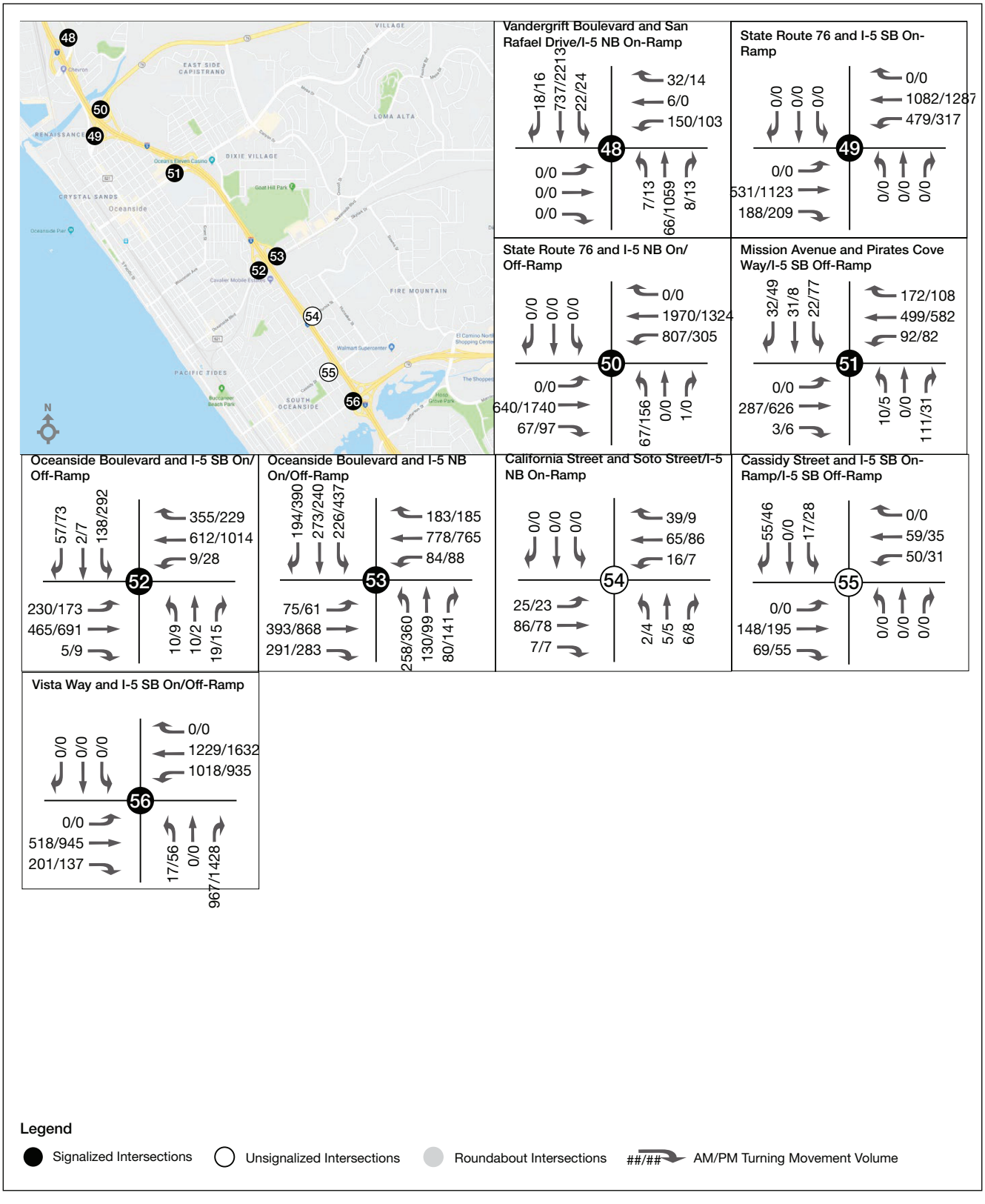


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-6c

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-6d

Future Conditions + Alternative 2 Peak Hour Volumes – AM & PM

As shown in Table 5-14, under the Future Conditions + Alternative 2 scenario, the following study intersections would degrade to a deficient LOS:

6. Coast Highway & Pier View Way – LOS E during PM peak hour
15. Seagaze Street & Ditmar Street – LOS E during PM peak hour
21. Coast Highway & Wisconsin Boulevard – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
47. Coast Highway & Kelly Street – LOS F during PM peak hour
52. Oceanside Boulevard & I-5 Southbound On/Off Ramps – LOS D[12] during AM and PM peak hours
56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

Therefore, implementation of Alternative 2 would result in potentially significant impacts to seven study intersections under future conditions. Incorporation of feasible mitigation into Alternative 2 would improve the LOS at four of the study intersections to an acceptable level.

In order to mitigate the deficient LOS at the four degraded study area intersections predicted under the Future Conditions + Alternative 2 scenario, the City would need to implement the following measures to improve intersection operations. The City would include these modifications in the Complete Streets improvements construction plans or complete these modifications prior to the finalization of the construction plans. The improvements would be required to be completed either prior to or concurrent with the Complete Streets improvements.

Location		Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
6	Coast Highway & Pier View Way	Maintain existing traffic signal	None	8.7	A	**Yes**
15	Seagaze St & Ditmar St	Convert AWSC to Traffic Signal	None	13.20	B	**Yes**
42	Vista Way & Ditmar St	Convert TWSC to Traffic Signal	None	11.5	B	**Yes**
47	Coast Highway & Kelly Street	Convert SSSC to traffic signal and restripe eastbound/westbound right turn into a shared left thru--right	None	5.8	A	**Yes**

[12] The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant

Location		Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
52	Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (AM Peak-Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	None	33.9	C	**Yes**
52	Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM Peak-Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection	44.2	D	**No**[1]

Notes:

[1] Under the Future Conditions without Alternative 1 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 1.8 seconds, this intersection would still operate at LOS D and remain deficient.

SOURCE: IBI 2018.

However, similar to the proposed project, there is no feasible mitigation to improve LOS above the threshold of significance at the following two study intersections under the Future Conditions + Alternative 2 scenario:

21. Coast Highway & Wisconsin Avenue
52. Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM peak hours)
56. Vista Way & I-5 Southbound On-/Off-Ramps

Under the Future Conditions scenario, in comparison to the proposed project Alternative 2 would avoid significant impacts at four of the study area intersections, one of which would be significant and unavoidable (Intersection 35), and would eliminate the need for three of the mitigation measures that the proposed project would require in the future conditions scenario. Specifically, Alternative 2 would avoid significant impacts at the following four intersections:

4. Coast Highway& Surfrider Way
27. Coast Highway & Oceanside Boulevard
29. Coast Highway & Morse Street
35. Coast Highway & Cassidy Street

Therefore, because Alternative 2 degrades seven of the study intersections in the future conditions scenario, compared to ten intersections under the proposed project, this alternative is considered to have reduced traffic impacts compared to the project in the future conditions scenario.

In summary, Alternative 2 would not degrade any of the study intersections LOS in the Existing Conditions + Alternative 2 condition beyond the level of significance. Further, in comparison to the proposed project, some delays would be reduced with implementation of Alternative 2 in the existing conditions scenario.

Implementation of Alternative 2 would degrade seven intersections to a deficient LOS in the Future Conditions + Alternative 2 scenario, which is reduced from the ten degraded intersections in the Future Conditions + Project scenario. After mitigation measures are applied, implementation of Alternative 2 would result in similar significant and unavoidable impacts to the same three intersections as the proposed project in the Future Conditions + Alternative 2 scenario. Because Alternative 2 would avoid impacts at four study intersections prior to mitigation, it is considered significantly better that the proposed project when considering traffic and circulation impacts.

All other impacts associated with transportation and traffic under Alternative 2 would be similar to the proposed project. Construction activities, while reduced in area, would still result in lane closures and temporary inadequate emergency access and would still provide pedestrian and alternative transportation facilities within the project area.

5.7.15 Utilities

Under Alternative 2, implementation of corridor improvements would not result in population growth within the project area since this component of the project is limited to transportation improvements. Effects would be slightly different during the construction period since Alternative 2 would result in less generation of debris and other construction material that would need to be transported to a landfill, as fewer roundabouts would be constructed than the proposed project. However, the decrease in solid waste associated with Alternative 2 would not be substantial. Further, the reduction in the area of corridor improvements would reduce the expansion of the irrigation system for the ornamental landscaping along Coast Highway; however, this reduction would be relatively small and the decrease in water demand would be negligible. Because the Incentive District component of this alternative would be the same as the proposed project, the utilities effects would also be the same for this component. Similar to the proposed project, impacts related to water and wastewater treatment facilities and stormwater drainage facilities would be less than significant under Alternative 2.

5.8 Environmental Analysis of Alternative 3 (Complete Streets Improvements and Incentive District to Morse Street and Existing Conditions between Morse Street and Vista Way)

Under this alternative, both the Complete Streets improvements and the Incentive District would be modified to extend from Harbor Drive to Morse Street, which would reduce the project footprint compared to the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each

direction from Harbor Drive to Morse Street. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to **Figure 5-7**). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections: [13]

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 3 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As under existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 3 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping.

Similar to Alternatives 1 and 2, the TIA prepared by IBI (2018) for the proposed project considers Alternative 3 at an equal level of detail as the proposed project (Appendix G of this EIR). The TIA includes the detailed analyses for near-term and long-term conditions, as well as recommendations for specific mitigation measures to address traffic and circulation impacts under this alternative. Detailed analyses for air quality, GHG emissions, and noise have been included to evaluate this alternative for near- and long-term impacts and recommend mitigation measures, as necessary.

As described above, Alternative 3 would also limit the boundaries of the Incentive District, where the optional zoning program would not apply to properties south of Morse Street (refer to Figure 5-7). Unlike Alternatives 1 and 2, Alternative 3 would differ from the proposed project in the boundaries of the Incentive District, and the following analysis will consider the environmental effects of this change. The overall comparisons and conclusions of the following analysis include both the modified Complete Streets improvements and the limited Incentive District.

This alternative has been included to provide a comparison of the project as proposed to an alternative that limits the extent of the Complete Streets improvements and the Incentive District from the community of south Oceanside (refer to Figure 5-7). This alternative was included in the analysis in response to public comments in favor of considering an alternative that maintained

[13] Numbering refers to the intersection reference numbering found in Section 3.14.

four lanes throughout the southern portion of Coast Highway and removed the Incentive District from the community of south Oceanside.

It should be noted that the City is also contemplating this alternative as a viable option to the project described in Chapter 2. Given the City's interest in considering this alternative for adoption, the analysis of Alternative 3 is more detailed than the comparative analysis required by CEQA. Thus, with the analysis contained herein, the City would be able to also approve this alternative if it so chose.

The following sections provide an environmental analysis of the Alternative 3.

5.8.1 Aesthetics

Under Alternative 3, Coast Highway would be converted from four travel lanes to two travel lanes between Harbor Drive and Morse Street; this is a shorter length of corridor improvements when compared to the proposed project. Within this shorter corridor, seven roundabouts would be constructed and, similar to the proposed project, mid-block crosswalks, raised medians, continuous bike lanes, and streetscaping would be provided from Harbor Drive to Morse Street. Because the corridor improvements would be limited to two-thirds of the corridor, visual change within the corridor would also be more limited when compared to the proposed project. However, while the proposed project would construct 12 roundabouts and implement the Complete Streets improvements throughout the whole corridor, the proposed project would not result in significant impacts related to aesthetics. Thus, implementation of the Complete Streets improvements under this alternative would only have a minimal aesthetic difference when compared to the proposed project.

In addition, the southern boundary of the Incentive District would be limited to Morse Street under Alternative 3. With this smaller area for the Incentive District, the properties south of Morse Street would not be able to be developed or redeveloped under the limited Incentive District and would be required to comply with the underlying zoning development standards. Because the Incentive District would be limited to this smaller area under this alternative, visual change associated with development or redevelopment under the Incentive District would also be more limited when compared to the proposed project. However, the Incentive District under the proposed project would result in less than significant aesthetics impacts because future development within the Incentive District would be held to higher architectural standards and would be required to comply with the City's Municipal Code, Local Coastal Program, and General Plan policies. Similar to the proposed project, future development under the limited Incentive District would also be held to higher architectural standards and would be required to comply with the City's Municipal Code, Local Coastal Program, and General Plan policies. Thus, implementation of the Incentive District under this alternative would only have a minimal aesthetic difference when compared to the proposed project. Overall, the aesthetic impacts of Alternative 3 and the proposed project would be similar.

Proposed Roundabouts
Modified Complete Streets Improvements – 2 lanes
Modified Complete Streets Improvements – 4 lanes
Incentive District

Note: Project area encompasses the Modified Complete Streets improvements and Incentive District

0 1,200 Feet

SOURCE: City of Oceanside 2016

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-7

Alternative 3 Project Area

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5.8.2 Air Quality

Conflict with an Applicable Air Plan

The Complete Streets improvements are a permitted use under the County's General Plan. Alternative 3 would implement the Complete Streets improvements from Harbor Drive to Morse Street and would convert Coast Highway from four travel lanes to two travel lanes from Harbor Drive to Morse Street. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city. Similar to the project, there is not expected to be population growth resulting from the corridor improvements. Therefore, this component of the project would be consistent with the growth projections accounted for in the SDAPCD RAQS, and it would not conflict with or obstruct implementation of the RAQS.

Alternative 3 would differ from the proposed project by limiting the Incentive District boundaries from Harbor Drive to Morse Street, which would reduce the project footprint compared to the proposed project. However, similar to the proposed project, construction emissions associated with the individual development projects that would occur under the Incentive District for Alternative 3 would be required to comply with the CARB promulgated emission standards for off-road diesel construction equipment, which would minimize exhaust emissions of PM_{10}, $PM_{2.5}$, and NO_X. As well, the growth and development that is anticipated to occur with implementation of the Incentive District is consistent with the City's existing General Plan and thus would be consistent with the SDAPCD's RAQS.

For these reasons, neither the Complete Streets improvements nor the development projects anticipated under the Incentive District under Alternative 3 would conflict with or obstruct implementation of the RAQS, and impacts would be less than significant.

Violation of an Air Quality Standard during Construction

Construction of Alternative 3 would generate emissions during construction activities associated with the Complete Streets improvements, similar to the project. Alternative 3 would have less overall construction activity compared to the project due to implementing the corridor improvements to Morse Street rather than to just south of Vista Way, which would result in fewer days of construction activity. Given the shorter duration of construction activity for the corridor improvements under Alternative 3, overall air quality emissions for this alternative would be less than under the project. However, Alternative 3 would use the same construction equipment mix on a maximum construction activity day to complete the work on Segments 1, 2, 3, and 4. Therefore, the construction emissions that would occur on a maximum day under Alternative 3 would be equivalent to the maximum daily construction emissions of the proposed project. The construction emissions that would occur on a maximum day under Alternative 3 are summarized in **Table 5-15**. As shown, maximum daily construction emissions under Alternative 3 would be less than significant, similar to the project.

Future project-specific construction activities that would occur as a result of the limited Incentive District under Alternative 3 would reduce the project footprint compared to the proposed project. However, construction activities associated with the development projects would cause

temporary, short-term emissions of nonattainment air pollutants in the SDAB of O_3 precursors (i.e., VOCs and NO_X), and PM_{10} and $PM_{2.5}$ as a result of construction activities, including: (1) grading, excavation, road building, and other earth moving activities; (2) travel by construction equipment and employee vehicles, especially on unpaved surfaces; (3) exhaust from construction equipment, trucks, and worker vehicles; (4) architectural coatings; and (5) asphalt paving. Information regarding the size, duration, and construction requirements of specific development projects would be required in order to quantify impacts associated with the construction activities of these individual projects. However, detailed information regarding individual development projects within the limited Incentive District is not currently available. Due to the reduced footprint, construction-related emissions could potentially be lower for Alternative 3, than those of the proposed project; however, it cannot be determined with certainty that the construction of the development projects under the Incentive District in Alternative 3 would be less than significant. Because there is no way to accurately predict the nature or intensity of development projects under the Incentive District under Alternative 3, construction-related emissions could likely result in emissions above the daily thresholds resulting in short-term emissions of nonattainment air pollutants, which would result in a significant contribution to existing or projects air quality violations, similar to the proposed project.

Cumulatively Considerable Net Increase of Any Criteria Pollutant

As shown in Table 5-15, the construction emissions associated with the corridor improvements in Alternative 3 would not exceed SDAPCD's screening level thresholds. Operation of the modified Complete Streets improvements is not expected to result directly in an increase in emissions. Thus, because Alternative 3's construction period and operational impacts would be less than significant, Alternative 3 would not result in a significant cumulative impact when considered with other past, present, and reasonably foreseeable projects, similar to the project. Furthermore, Alternative 3 would not conflict with SDAPCD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations.

TABLE 5-15
ALTERNATIVE 3 – LIMITED INCENTIVE DISTRICT AND COMPLETE STREETS IMPROVEMENTS TO MORSE STREET CONSTRUCTION EMISSIONS

	Estimated Maximum Daily Emissions (lbs/day)					
Construction Activities	**ROG**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Demolition	6	51	42	<1	3	3
Site preparation (vegetation grubbing/clearing)	3	39	23	<1	2	1
Site grading	3	33	22	<1	2	1
Utility trenching	2	17	13	<1	1	1
Facilities construction	4	40	29	<1	3	2
Facilities construction and paving [a]	9	83	62	<1	5	4

Construction Activities	Estimated Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	9	83	62	<1	5	4
SDAPCD Thresholds	75	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

[a] Includes the sum of daily emissions from the construction phases Building Construction, Paving, and Architectural Coating, because these phases have the potential to overlap on the same day during the overall construction period. Consequently, the sum of these daily emissions represents the maximum daily emissions during the construction period; therefore, it is used as comparison to the SDAPCD screening-level thresholds.

SOURCE: ESA CalEEMod Modeling, August 2016; San Diego County Guidelines for Determining Significance 2007.

Implementation of the Incentive District under Alternative 3 would generate pollutant emissions from construction and operational emissions from potential future development under the Incentive District. Future development that could occur as a result of adoption of the limited Incentive District could result in an increase in density or in the total amount of VMT relative to existing conditions, which may result in an overall increase in building and mobile source emissions, despite the improved energy and transportation efficiency and emissions reductions expected from buildings and mobile sources meeting increasingly more stringent energy efficiency and vehicle emissions standards. The reduced footprint of the Incentive District under Alternative 3 could potentially generate less pollutant emissions from operation and construction in comparison to the proposed project. However, detailed information regarding individual development projects within the Incentive District for Alternative 3 is not currently available. Thus, it cannot be determined with certainty that the impacts generated by the construction and operation of the Incentive District under Alternative 3 would be less than significant. Development under the Incentive District for Alternative 3 would potentially result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment. Therefore, impacts would be significant and unavoidable, similar to the proposed project.

CO Hotspots/Toxic Air Contaminants

Under Alternative 3, traffic levels at intersections intersection 27 (Coast Highway & Oceanside Boulevard) and 35 (Coast Highway & Cassidy Street) would improve from existing conditions as LOS would not change and delay in both the AM and PM peak hours would be reduced. Under Alternative 3, these intersections would be signalized instead of installing a roundabout as proposed under the project, which would eliminate the need for a CO hotspot analysis as these intersections would operate at acceptable levels. In addition, all other study intersections are well below the potential for a CO hotspot for the Existing Conditions + Alternative 3 scenario. For these reasons, the Existing Conditions + Alternative 3 scenario would have reduced impacts when considering potential hotspots. However, this difference would be negligible, since the Existing Conditions + Project would not cause a significant impact related to CO hotspots (the screening analysis determined that the emissions would be below the threshold of significance).

As shown in **Table 5-16,** LOS at intersections 15 (Seagaze Street & Ditmar Street) and 21 (Coast Highway & Wisconsin Ave) would degrade to a deficient level during the PM peak hour in the Future (2035) + Alternative 3 scenario, similar to the proposed project. In addition, LOS at the intersections 6 (Coast Highway & Pier View Way) and 24 (Wisconsin Avenue & Ditmar Street [South]) would degrade to LOS F and LOS E, respectively, during the PM peak hour under the Future (2035) + Alternative 3 scenario, which represents two additional degraded intersections compared to the proposed project. However, as shown in Table 5-16, While these four intersections would operate at a deficient LOS during the PM peak hour, the peak-hour traffic flows at these four intersections would not exceed 3,000 vehicles.[14] For this reason, there would not be a potential for CO hotspots at these intersections and impacts would be less than significant. All other intersections are well below the potential for a CO hotspot under the Future Conditions + Alternative 3 scenario.

TABLE 5-16
TRAFFIC INTERSECTIONS LEVEL OF SERVICE – FUTURE CONDITIONS + ALTERNATIVE 3

Intersection (Numbering per IBI 2018)	Peak Hour	Future Conditions without Project LOS	Future Conditions + Project LOS	Peak Hourly Flow
6. Coast Highway & Pier View Way	AM	B	A	834
	PM	A	F	2,209
15. Seagaze Street & Ditmar Street	AM	A	A	537
	PM	D	F	1,446
21. Coast Highway & Wisconsin Avenue	AM	B	A	1,013
	PM	C	E	2,005
24. Wisconsin Avenue & Ditmar Street (South)	AM	A	B	686
	PM	C	E	2,173

SOURCE: IBI 2018.

Similar to the proposed project, construction of the corridor improvements for Alternative 3 would result in short-term emissions of diesel particulate matter during demolition; site preparation (e.g., clearing); site grading and excavation; paving; installation of utilities; materials transport and handling; facilities construction; and other miscellaneous activities. Diesel PM poses a carcinogenic health risk that is measured using an exposure period of 30 years for residential exposures.

The construction period for the corridor improvements for Alternative 3 would be much less than the 30-year period used for risk determination and would likely be shorter than the project since Segment 5 would remain as it exists under current conditions. Additionally, Alternative 3 would only construct seven of the roundabouts proposed by the proposed project and would not construct the two roundabouts at Intersection 4 (Coast Highway & Surfrider Way) in Segment 1

[14] As stated in Section 3.2, Air Quality, a project that would cause an intersection to be degraded to below LOS D and would have peak-hour trips greater than 3,000 trips could have a potentially significant impact.

and Intersection 27 (Coast Highway & Oceanside Boulevard) in Segment 3. Because off-road heavy-duty diesel equipment would be used only for short periods, construction would not expose sensitive receptors to substantial emissions of toxic air contaminants (TACs). Therefore, similar to the project, this impact would be less than significant.

Construction-related activities occurring under the limited Incentive District could result in the emission of TACs, affecting nearby sensitive receptors. The reduced footprint of the Incentive District under Alternative 3 could potentially generate less TAC emissions from operation and construction in comparison to the proposed project. However, detailed information regarding individual development projects within the Incentive District for Alternative 3 is not currently available. Thus, it cannot be determined with certainty that the impacts generated by the construction and operation of the Incentive District under Alternative 3 would be less than significant. Development under the Incentive District for Alternative 3 could potentially result in significant TAC emissions during construction and operation. Therefore, impacts related to TAC emissions would be significant and unavoidable, similar to the proposed project.

Objectionable Odors

Land uses that are associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Neither the Complete Streets improvements nor the Incentive District under Alternative 3 would include these land uses that are typically associated with odor generation. During construction, exhaust from equipment, and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses and would not affect a substantial number of people. Additionally, odors associated with construction would be temporary and intermittent in nature. For these reasons, Alternative 3 would result in similar impacts related to objectionable odors when compared to the proposed project.

5.8.3 Biological Resources

Under Alternative 3, the area of construction for the Complete Streets improvements would be reduced and would not occur south of Morse Street. While construction activities would be reduced with Alternative 3, all construction activities associated with the Complete Streets improvements would still occur within the existing ROW, which is an urban/developed area where species are not likely to occur. Potential impacts associated with biological resources located within and adjacent to Buena Vista Lagoon with the Complete Streets improvements would be eliminated with this alternative, although it should be noted that these impacts could be adequately addressed through the implementation of the mitigation measures outlined in Section 3.3, Biological Resources. In addition, the limited Incentive District would exclude future development and/or redevelopment from occurring on properties south of Morse Street under this alternative. Therefore, this alternative would also eliminate potential direct or indirect impacts to surrounding biological resources around properties south of Morse Street, including Buena Vista Lagoon, which could occur with development or redevelopment under the Incentive District; however, it should be noted that these impacts could be adequately addressed through the

implementation of the mitigation measures outlined in Section 3.3, Biological Resources. Under both Alternative 3 and the proposed project, potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, narrow endemic rare plants, and indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River and Loma Alta Creek could occur. While potential impacts under Alternative 3 would be reduced compared to the proposed project prior to mitigation, standard mitigation measures are available to further reduce the potential biological impacts to less than significant. For these reasons, Alternative 3 would result in similar impacts related to biological resources when compared to the proposed project.

5.8.4 Cultural Resources

Under Alternative 3, Coast Highway would be reduced to two travel lanes with seven roundabouts north of Morse Street, which is a reduction in the area of the Complete Streets improvements than proposed in Chapter 2. However, there would be minor construction activities south of Morse Street associated with the curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. While construction activities would be reduced under Alternative 3, ground-disturbing activities, such as excavation and trenching, would still occur within two-thirds of the corridor during construction of the modified Complete Streets improvements, where the potential to impact cultural resources would be similar to the proposed project. In addition, Alternative 3 would set the southern boundary of the Incentive District at Morse Street, which would exclude future development and/or redevelopment from occurring on properties south of Morse Street. While the area where the Incentive District could be applied to future development or redevelopment would be reduced under this alternative, the potential to impact cultural resources would be similar as the proposed project. Therefore, with implementation of Alternative 3, impacts to cultural resources would remain potentially significant and incorporation of the mitigation measures established for the Incentive District in Section 3.4, Cultural Resources, would still be required under this alternative.

5.8.5 Geology, Soils, and Seismicity

Construction activities related to the Complete Streets improvements would be reduced under Alternative 3 by limiting the extent of the corridor improvements and the number of roundabouts, and all corridor construction activities would still occur within the existing ROW. Construction-related impacts associated with geology, soils and seismicity would be similar to the proposed project and would be less than significant. After completion of the Complete Streets improvements, the ROW would continue to serve as a transportation corridor and geology, soils, and seismicity impacts would not occur. In addition, the reduced area of the limited Incentive District would not change the geologic and seismic conditions of the project area, where geologic and seismic hazards would remain the same as those with the proposed project. Furthermore, future development and redevelopment under the limited Incentive District would be required to comply with all applicable building codes and regulations, such as the California Building Code, to ensure that structures are designed and constructed to withstand geologic and seismic events similar to the proposed project. For these reasons, Alternative 3 would result in similar impacts related to geology, soils, and seismicity when compared to the proposed project.

5.8.6 Greenhouse Gas Emissions

Under Alternative 3, the area of construction for the corridor improvements would be reduced, as construction would not occur south of Morse Street. Alternative 3 would result in a change in GHG emissions when compared to the proposed project, but only during construction of the corridor improvements. Alternative 3 would have fewer overall construction activities due to maintaining the four existing travel lanes south of Morse Street to just south of Vista Way (Segment 5) and construction of 7 roundabouts compared to 12 under the project, which would result in fewer days of construction activity. Total estimated construction-related GHG emissions for Alternative 3 are shown in **Table 5-17**.

TABLE 5-17
ALTERNATIVE 3 ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS

Emissions Source	Estimated CO_2e Emissions
Total Construction Emissions (2017) [a]	1,285 (MT)
Annual Construction (Amortized over 30 years)	43 (MT/yr)

CO_2e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

[a] Total construction GHG emissions are estimated based on a proportionate reduction of the GHG emissions estimated in Section 3.6, GHG emissions, accounting for the total fewer days of construction activity under Alternative 2.

SOURCE: ESA CalEEMod Modeling, August 2016.

Similar to the proposed project, the operation of Alternative 3 corridor improvements would not result directly in changes in area/indirect sources of GHG emissions associated with electricity and natural gas consumption, water transport, solid waste generation, and mobile sources. As shown in **Table 5-18**, the combined construction and operational impacts from the corridor improvements under Alternative 3 would be less than significant, as GHG emissions would not exceed the threshold. While Alternative 3 would generate less total GHG emissions than the proposed project, the difference between the Alternative 3 and the proposed project would be negligible.

TABLE 5-18
ALTERNATIVE 3 ESTIMATED CONSTRUCTION GHG EMISSIONS

Emissions Source	Estimated Emissions CO_2e (MT/yr)
Annual Construction (Amortized over 30 years)	43
Total Annual GHG Emissions	43
Screening Level Threshold	900
Significant Impact?	No

CO_2e= carbon dioxide equivalent; MT/yr = metric tons per year; %=percent.

SOURCE: ESA CalEEMod Modeling, August 2016.

As discussed previously in Section 3.6, Greenhouse Gas Emissions, the CARB Scoping Plan Action T-3 aims to reduce GHG reductions by increasing access to a variety of mobility options such as transit, biking, and walking. Similar to the project, Alternative 3 corridor improvements would be designed to allow for continuous bicycle facilities and streetscape improvements. Therefore, this alternative would be consistent with the recommended actions and measures in the CARB Scoping Plan, and impacts would be similar to the proposed project.

Alternative 3 would limit the Incentive District boundaries from Harbor Drive to Morse Street and could result in fewer days of construction activity and fewer operational development projects. Given the potential for fewer development projects under the Incentive District for Alternative 3, overall air quality emissions for this component of Alternative 3 could potentially be less than the project. However, information regarding specific development projects within the Incentive District, such as trip generation, and energy usage, would be needed in order to quantify GHG emissions from construction and operational activities. This detailed information is not currently available. In general, individual residential and commercial projects that would be developed pursuant to adoption of the limited Incentive District that result in a net increase in development over existing project site conditions. Given the amount of development that could occur with implementation of the limited Incentive District, it is reasonable to assume that in the aggregate, development projects could eventually result in a net increase in GHG emissions over current emission levels in excess of the County's proposed screening level threshold which is 900 MT of CO_2e per year. Thus, impacts are considered significant and unavoidable.

Similar to the proposed project, the Incentive District under Alternative 3 would be designed to allow for continuous bicycle facilities and streetscape improvements, and therefore is consistent with the CARB Scoping Plan. The Incentive District's goal is to increase population density and revitalization of the community. This is consistent with regional plans to reduce transportation-related GHG emissions as part of the overall statewide strategy under AB 32. The project would be supportive of the goals and benefits of the SANDAG RTP/SCS, which seeks "to guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit-oriented, and compact" (SANDAG 2011). Because the Incentive District under Alternative 3 would be generally consistent with the Scoping Plan measures and the SANDAG RTP/SCS impacts would be less than significant.

5.8.7 Hazards and Hazardous Materials

Construction activities would be reduced under Alternative 3 by limiting the extent of the Complete Streets improvements and the number of roundabouts. However, all construction activities would still occur within the existing ROW, where construction-related impacts associated with hazards and hazardous materials would be similar to the proposed project. Under both the proposed project and Alternative 3, the Complete Streets improvements would not result in hazardous materials impacts. Further, after completion of the corridor improvements, the corridor would continue to facilitate transportation and no operational impacts associated with hazards and hazardous materials along the corridor would occur. In addition, the reduced area of the limited Incentive District would not change the conditions of the project area, where hazards

and hazardous materials sites would remain the same as those with the proposed project. With the southern boundary of the Incentive District being limited to Morse Street under this alternative, three hazardous materials sites [Mobil 18-GCL (1742 South Coast Highway); Econo Lube'N Tube (1942 South Coast Highway); Golden State Gas Inc. (1943 South Coast Highway)] would no longer be within the project area and potential impacts associated with those specific sites would be eliminated. However, the limited Incentive District would still include six known hazardous materials sites and would be required to implement the mitigation measures established in Section 3.7, Hazards and Hazardous Materials, for the proposed project. For this reason, Alternative 3 would result in similar impacts related to hazards and hazardous materials when compared to the proposed project.

5.8.8 Hydrology and Water Quality

While construction activities associated with the Complete Streets improvements would be reduced under Alternative 3, the nature of the construction activities would be similar as described for the proposed project. Likewise, while the area where future development and redevelopment could occur under the Incentive District would be reduced under this alternative, construction and operation of future projects under the limited Incentive District would be the same as the proposed project. All construction and operation activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of a SWPPP to minimize or eliminate sediment and pollutants being discharged from the reduced project area, similar to the proposed project. Under both the proposed project and Alternative 3, impacts to hydrology and water quality would be less than significant, and there would be no notable differences between them when considering hydrology and water quality effects.

5.8.9 Land Use and Planning

The modified Complete Streets improvements would not alter the land use changes proposed under the Incentive District. Implementation of the corridor would still occur within the existing Coast Highway ROW, and the roadway would continue to serve as a transportation corridor. Land use effects would be similar to the proposed project. Under this alternative, the southern boundary of the Incentive District would be limited to Morse Street, which would exclude future development and/or redevelopment under the Incentive District from occurring on properties south of Morse Street. Similar to the proposed project, this alternative would implement the optional Incentive District in the reduced area to allow developers the option of using the development standards established in the Incentive District instead of the development standards of the underlying land use and zoning designations. Furthermore, this alternative would still include the General Plan Amendments and Zoning Ordinance Amendment as the proposed project. Under both the proposed project and Alternative 3, impacts to land use and planning would be less than significant, and there would be no notable differences between them when considering land use and planning effects.

5.8.10 Noise and Vibration

Noise Levels that Exceed the Standards of the General Plan or Noise Ordinance

Under Alternative 3, construction equipment used for the modified Complete Streets improvements and the limited Incentive District would be the same as the proposed project. However, implementation of the modified corridor improvements would result in a reduced construction duration and extent. While construction activities would be reduced with Alternative 3, the average temporary construction-period noise level would be the same as the project. Similar to the proposed project, construction activities associated with the modified Complete Streets improvements in Alternative 3 would be required to comply with the City's noise standards, which would reduce impacts to a less than significant level.

Unlike Alternatives 1 and 2, Alternative 3 would differ from the proposed project in limiting the boundaries of the Incentive District, where the optional zoning program would not apply to properties south of Morse Street (refer to Figure 5-7). While construction activities would be reduced with Alternative 3, construction equipment and activities would be the same as for the proposed project, where the average temporary construction-period noise level would also be the same as the project. Similar to the proposed project, construction activities associated with the limited Incentive District in Alternative 3 would be required to comply with the City's noise standards, which would reduce impacts to a less than significant level. Therefore, impacts associated with noise levels exceeding the General Plan or Noise Ordinance requirements would not occur under Alternative 3, similar to the proposed project.

Exposure People to Excessive Ground-borne Vibration Levels

Under Alternative 3, construction equipment used for the modified Complete Streets improvements and the limited Incentive District would be the same as the proposed project. Similar to the proposed project, the Complete Streets improvements within Alternative 3 would occur within existing roadway intersections and street segments, which are more than 25 feet from inhabited buildings and would not cause significant vibration impacts for the vibration threshold of human perception. Similar to the proposed project, due to the densely developed area within the limited Incentive District boundaries and the inability to know the exact nature of future proposed projects under the limited Incentive District, development within the limited Incentive District zone could be adjacent to other properties with existing structures (e.g., residences, commercial businesses). Therefore, construction activities of typical heavy construction equipment associated with future development under the limited Incentive District could result in temporary significant ground-borne vibration impacts that would exceed the threshold of human perception to sensitive receptors. Depending on the location of future development projects occurring under the provisions of the limited Incentive District, there may or may not be residences located near the development that would potentially be affected by construction vibration. For this reason, construction activities which could occur under the limited Incentive District would result in a potentially significant impact. However, implementation of

MM Incentive District NOI-1 would reduce this impact to less than significant, similar to the proposed project.

Operation of both Alternative 3 and the proposed project cause similar vibrational impacts, which would be less than significant.

Substantial Permanent Increase in Ambient Noise Levels

As summarized in **Table 5-19**, the majority of roadway segments under Alternative 3 would not experience an increase in traffic noise levels which would exceed the 5 dBA CNEL noise significance threshold. However, two roadway segments, Michigan Avenue east of Coast Highway and Michigan Avenue west of Coast Highway, would exceed the 5 dBA CNEL noise significance threshold. Compared to the Future (2035) without Alternative 3, Michigan Avenue west of Coast Highway would experience an increase of 5.5 dBA CNEL and Michigan Avenue east of Coast Highway would experience an increase of 5.4 dBA CNEL under the Future (2035) with Alternative 3 scenario. Since the traffic noise levels on these roadway segments would exceed the 5 dBA CNEL significance threshold, a significant impact would occur along these roadway segments under Alternative 3, which is an additional significant impact compared to the proposed project.

While Alternative 3 would include a different roadway configuration and fewer roundabouts than the proposed project, these differences would not substantially contribute to changes in traffic noise levels, which are primarily affected by changes in traffic volumes. Based on review of the TIA (IBI 2018), the traffic volumes forecasted for the study area roadway segments change between Alternative 3 and the proposed project, which accounts for the additional significant impact compared to the project. Furthermore, because of the configuration of existing land uses in this area, the impacts to Michigan Avenue, both west and east of Coast Highway, could not be avoided with implementation of Alternative 3. Specifically, vehicles traveling on these roadway segments access driveways of existing residential and commercial uses along this roadway segment. Thus, the addition of sound walls or other attenuation approaches are not feasible in these locations. For these reasons, impacts associated with a permanent increase in ambient noise levels would significant and unavoidable. Alternative 3 would result in greater impacts related to a permanent increase in ambient noise levels compared to the proposed project.

TABLE 5-19
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE CONDITIONS + ALTERNATIVE 3

	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
Roadway Segment	**Future without Alternative 3 (A)**	**Future with Alternative 3 (B)**	**Alternative 3 Increment (B-A)**	**Exceed Threshold?**
Coast Highway				
Between SR 76 Ramps and Surfrider Way	67.7	70.2	2.5	No
Between Surfrider Way and Civic Center Drive	64.2	68.3	4.1	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 3 (A)	Future with Alternative 3 (B)	Alternative 3 Increment (B-A)	Exceed Threshold?
Between Civic Center Drive and Pier View Way	64.7	68.5	3.8	No
Between Pier View Way and Mission Way	64.8	68.2	3.4	No
Between Mission Way and Seagaze Street	65.8	68.0	2.2	No
Between Seagaze Street and Missouri Avenue	64.5	66.8	2.3	No
Between Missouri Avenue and Washington Avenue	63.9	66.4	2.5	No
Between Washington Avenue and Wisconsin Avenue	63.7	66.5	2.8	No
Between Wisconsin Avenue and Oceanside Boulevard	65.8	67.4	1.6	No
Between Oceanside Boulevard and Morse Street	67.1	67.7	0.6	No
Between Morse Street and Cassidy Street	65.8	66.4	0.6	No
Between Cassidy Street and Vista Way	66.9	67.9	1.0	No
Between Vista Way and Eaton Street	67.2	68.7	1.5	No
North of West Street	61.7	63.5	1.8	No
South of West Street	61.4	62.7	1.3	No
North of Kelly Street	61.8	62.3	0.5	No
South of Kelly Street	61.3	62.1	0.8	No
Vista Way				
Between Broadway Street and Coast Highway	63.6	62.6	-1.0	No
Between Coast Highway and Ditmar Street	69.6	68.1	-1.5	No
Cassidy Street				
Between Broadway Street and Tremont Street	65.2	61.6	-3.6	No
Between Tremont Street and Coast Highway	62.8	61.4	-1.4	No
Between Coast Highway and Freeman Street	60.8	61.7	0.9	No
Between Freeman Street and Ditmar Street	60.2	60.0	-0.2	No
Morse Street				
Between Coast Highway and Freeman Street	65.2	64.8	-0.4	No
Between Freeman Street and Ditmar Street	62.0	62.0	0.0	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 3 (A)	Future with Alternative 3 (B)	Alternative 3 Increment (B-A)	Exceed Threshold?
Oceanside Boulevard				
Between Tremont Street and Coast Highway	63.9	64.2	0.3	No
Between Coast Highway and Ditmar Street	67.7	67.9	0.2	No
Wisconsin Avenue				
Between Tremont Street and Coast Highway	64.2	65.4	1.2	No
Between Coast Highway and Freeman Street	63.2	63.5	0.3	No
Between Freeman Street and Ditmar Street	65.2	65.7	0.5	No
Washington Avenue				
West of Coast Highway	56.1	58.5	2.4	No
East of Coast Highway	53.0	56.3	3.3	No
Missouri Avenue				
West of Coast Highway	58.2	55.1	-3.3	No
East of Coast Highway	55.5	55.8	0.3	No
Michigan Avenue				
West of Coast Highway	57.1	62.6	5.5	**Yes**
East of Coast Highway	54.5	59.9	5.4	**Yes**
Seagaze Street				
Between Tremont Street and Coast Highway	65.9	65.5	-0.4	No
Between Coast Highway and Freeman Street	63.2	63.0	-0.2	No
Between Freeman Street and Ditmar Street	66.2	67.1	0.9	No
Mission Avenue				
Between Cleveland Street and Coast Highway	65.2	64.9	-0.3	No
Between Coast Highway and Horne Street	65.2	64.5	-0.7	No
Pier View Way				
West of Coast Highway	61.1	63.4	2.3	No
Between Coast Highway and Horne Street	60.5	56.2	-4.3	No
Civic Center Drive				
West of Coast Highway	59.3	58.3	-1.0	No
East of Coast Highway	59.7	59.1	-0.6	No

Roadway Segment	Calculated Traffic Noise Levels at 25 Feet from Roadway CNEL (dBA)			
	Future without Alternative 3 (A)	Future with Alternative 3 (B)	Alternative 3 Increment (B-A)	Exceed Threshold?
Surfrider Way				
West of Coast Highway	62.1	64.6	2.5	No
East of Coast Highway	59.5	60.0	0.5	No
Vandergrift Boulevard				
North of San Rafael Drive	72.4	72.4	0.0	No
South of San Rafael Drive	72.3	72.3	0.0	No
State Route 76				
West of I-5 SB On-Ramp	72.0	72.7	0.7	No
East of I-5 SB On-Ramp	73.3	73.0	-0.3	No
Mission Avenue				
West of I-5 SB Off-Ramp	69.2	68.9	-0.3	No
East of I-5 SB Off-Ramp	68.5	68.2	-0.3	No
Oceanside Boulevard				
West of I-5 SB On/Off-Ramp	70.2	70.6	0.4	No
East of I-5 NB On/Off-Ramp	71.0	71.1	0.1	No
California Street				
West of Soto Street/I-5 NB On-Ramp	59.2	59.3	0.1	No
Cassidy Street				
East of I-5 SB On-Ramp/I-5 SB Off-Ramp	61.1	60.8	-0.3	No
Vista Way				
West of I-5 SB On/Off-Ramp	72.3	69.3	-3.0	No

[a] Based on noise levels at 25-foot distance from the roadway and residential uses if residential uses are shown along roadways.

SOURCE: ESA 2018.

Substantial Temporary Increase in Ambient Noise Levels

Similar to the proposed project, construction activities associated with the modified corridor improvements under Alternative 3 would increase existing ambient noise levels at noise sensitive receptors (i.e. residences) near the construction activity. Construction noise would average approximately 80 dBA L_{eq} at 100 feet from a construction activity, which would temporarily increase existing ambient noise levels of approximately 65 dBA L_{eq} at sensitive receptor locations along the project corridor. Temporary increases in noise associated with construction would be considered potentially significant. Similar to the Complete Streets improvements component of the project, under the limited Incentive District, construction activities could substantially increase ambient noise levels at noise-sensitive receptors (i.e., existing residences and schools)

near future construction activity within the limited Incentive District. Therefore, these impacts would also be considered significant.

However, Alternative 3 would be required to implement the same mitigation measures as the proposed project. While the reduced construction area under Alternative 3 would reduce the number of sensitive receptors that could be exposed to temporary increases in noise, the mitigation measures might not be feasible at every location within the reduced construction area to reduce temporary noise impacts, similar to the proposed project. Thus, impacts would remain significant and unavoidable under Alternative 3.

Noise Levels Associated with Private and Public Airports

Similar to the proposed project, Alternative 3 would not be located within the vicinity of an airport or private airstrip, where noise levels would result in significant impacts. No impacts related to airport noise would occur under the proposed project or under Alternative 3.

5.8.11 Population and Housing

Under Alternative 3, the land use condition would include the limited Incentive District, but no land use designation or zoning changes would be proposed for the properties south of Morse Street, where development would occur according to General Plan policies and the Zoning Ordinance. Implementation of the proposed project could increase the rate and intensity of population growth in the area directly affected by the Incentive District. However, the relative growth that could occur under the proposed project could also occur with the implementation of current land use regulations. Similarly, Alternative 3 increase the rate and intensity of population growth in the area directly affected by the limited Incentive District but this growth could also occur under current land use regulations. Therefore, the same growth could occur with implementation of Alternative 3 as the proposed project. Further, neither the proposed project nor Alternative 3 would result in significant environmental impacts related to population and housing. For these reasons, the proposed project and Alternative 3 would be similar when comparing environmental impacts associated with population and housing.

5.8.12 Public Services

Under Alternative 3, implementation of the Complete Streets improvements would not result in population growth within the project area, as this component of the alternative is a transportation project by nature. Furthermore, as stated above, the same growth could occur with implementation of Alternative 3 as the proposed project. For these reasons, impacts on public services would be similar for Alternative 3 as for the proposed project. As found for the proposed project, Alternative 3 would not result in significant environmental impacts related to the provision of public services.

5.8.13 Recreation and Parks

Under Alternative 3, implementation of the Complete Streets improvements would not result in population growth within the project area, as this component of the alternative is a transportation

project by nature. Furthermore, as stated above, the same growth could occur with implementation of Alternative 3 as the proposed project. For these reasons, impacts on public services would be similar for Alternative 3 as for the proposed project. As found for the proposed project, Alternative 3 would not result in significant environmental impacts related to the provision of recreation and parks.

5.8.14 Transportation and Traffic

As stated above, the Complete Streets improvements under Alternative 3 would be modified to extend from Harbor Drive to Morse Street, a shorter length than the improvements included in the proposed project. The modified Complete Streets improvements would convert Coast Highway from four travel lanes to two travel lanes with one lane of travel in each direction. Coast Highway would transition back to four travel lanes from Morse Street to the southern boundary of the city (refer to Figure 5-7). A median would divide the two travel lanes and seven roundabouts would be constructed at the following intersections:

2. Coast Highway & SR 76
5. Coast Highway & Civic Center Drive
6. Coast Highway & Pier View Way
18. Coast Highway & Washington Avenue
21. Coast Highway & Wisconsin Avenue
45. Coast Highway & Michigan Avenue
46. Coast Highway & West Street

In addition to the seven roundabouts, Alternative 3 would provide Class III sharrow markings on Coast Highway between Morse Street and Vista Way and curb-extending mid-block pedestrian crosswalks at Whaley Street and Kelly Street. As in existing conditions, on-street parking would remain on Coast Highway between Morse Street and Vista Way, and signalized intersections would be maintained at Surfrider Way, Oceanside Boulevard, Morse Street, and Cassidy Street. Alternative 3 would also provide streetscaping improvements along Coast Highway from Morse Street to Vista Way, which include sidewalk enhancements and parkway landscaping. In addition, the southern boundary of the Incentive District would be limited to Morse Street, which would exclude development and/or redevelopment under the Incentive District on properties south of Morse Street. This land use condition has been accounted for in the modeling of the future traffic scenarios for Alternative 3.

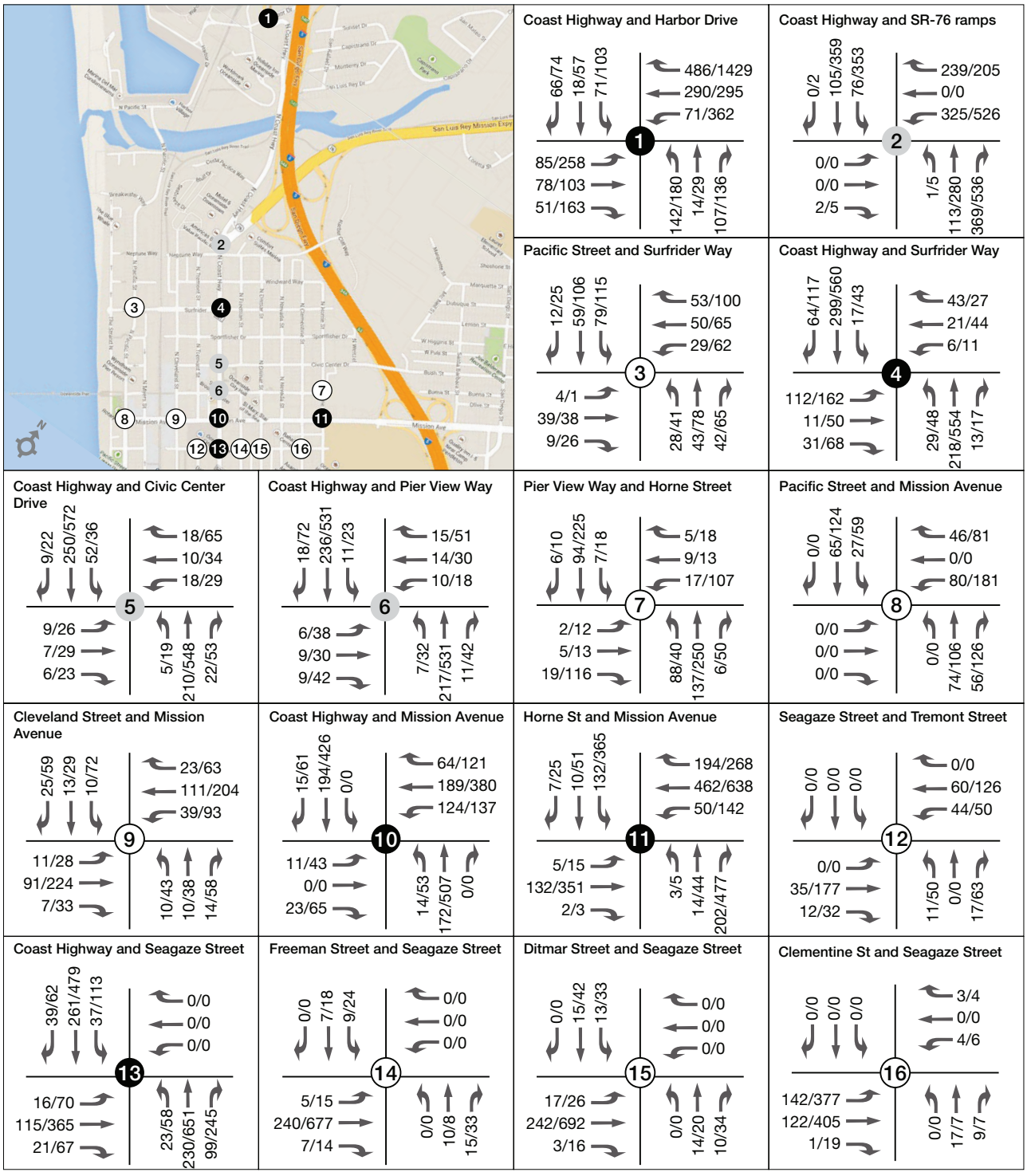
Existing Conditions + Alternative 3 Scenario

The Existing Conditions + Alternative 3 scenario was modeled with two travel lanes throughout the corridor with four lanes between Morse Street and Vista Way and with a land use condition reflective of the land use designations in the City's General Plan. **Figures 5-8a** through **5-8d** illustrate the AM and PM peak-hour volumes for the 54 study intersections analyzed in the

Existing Conditions + Alternative 3 scenario.[15] **Table 5-20** summarizes the LOS and delay for both the Existing Conditions and Existing Conditions + Alternative 3 scenarios for the study area intersections. As stated above, the City has established a minimum acceptable LOS of LOS D for intersections during peak-hour operations (i.e., LOS E or LOS F are deficient service levels), which applies to intersections 1 through 47. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

As shown in Table 5-20, implementation of the modified Complete Streets improvements under Alternative 3 would not cause any of the study area intersections to operate at a deficient LOS. Therefore, implementation of Alternative 3 would result in less than significant impacts under the Existing Conditions + Alternative 3 scenario.

[15] Existing (2013) turning movement volumes are not available for Intersections 46 and 47. Those intersections are analyzed under Future Conditions (2035).

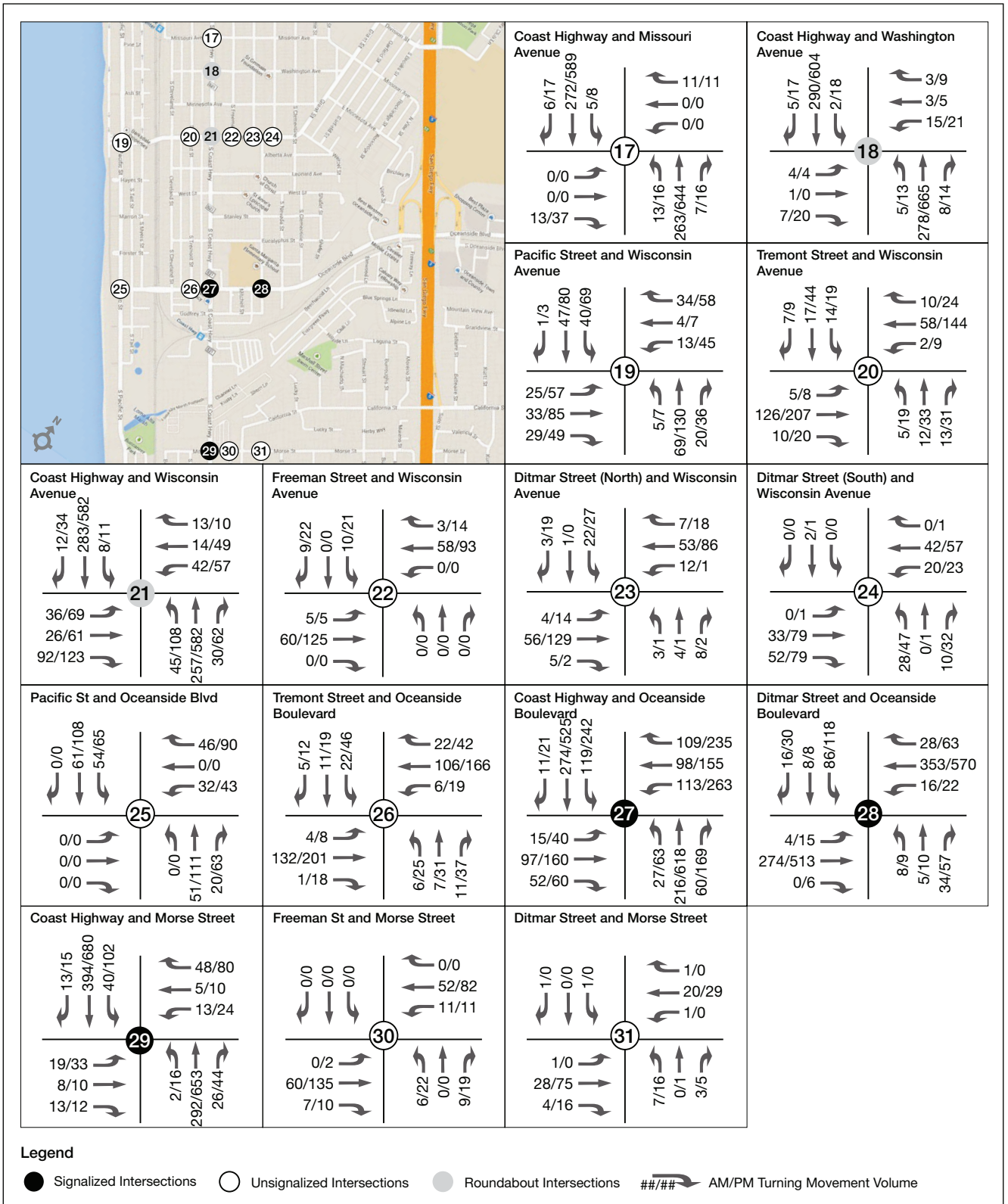


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-8a

Existing Conditions + Alternative 3 Peak Hour Volumes

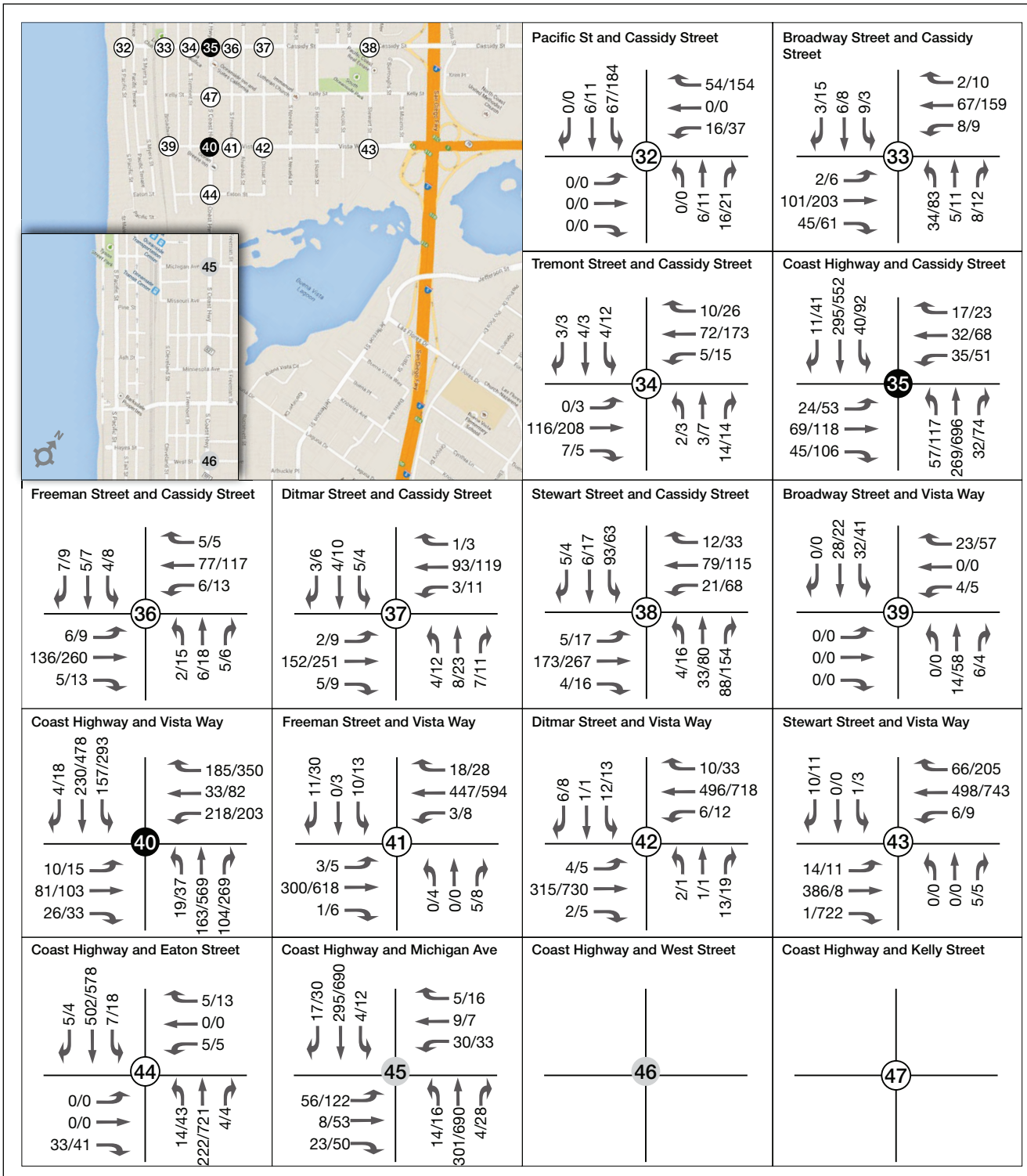


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-8b

Existing Conditions + Alternative 3 Peak Hour Volumes

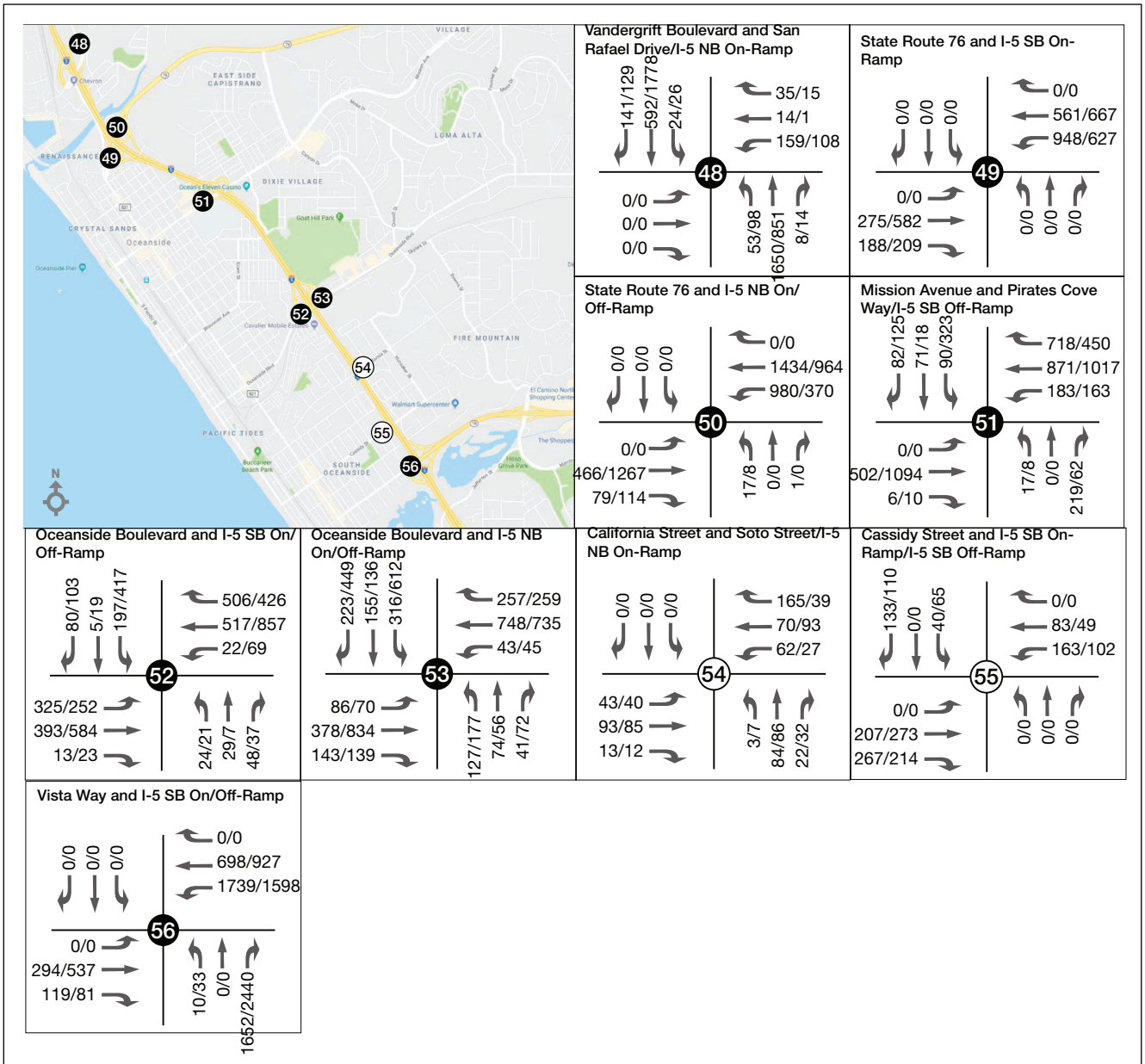


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-8c

Existing Conditions + Alternative 3 Peak Hour Volumes



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-8d

Existing Conditions + Alternative 3 Peak Hour Volumes

TABLE 5-20
LOS ANALYSIS: EXISTING CONDITIONS + ALTERNATIVE 3

Intersection		Existing Conditions without Alternative 3				Existing Conditions + Alternative 3				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	28.0	C	Signalized	AM	31.1	C	No
			PM	**51.3**	**E**		PM	51.3	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	13.7	B	RBT	AM	3.1	A	No
			PM	37.1	D		PM	8.6	A	No
3	Surfrider Way & Pacific Street	AWSC	AM	8.5	A	AWSC	AM	8.5	A	No
			PM	11.2	B		PM	10.5	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	10.4	B	Signalized	AM	11.4	B	No
			PM	14.4	B		PM	19.1	B	No
5	Coast Highway & Civic Center Drive	Signalized	AM	13.7	B	RBT	AM	6.1	A	No
			PM	15.1	B		PM	13.3	B	No
6	Coast Highway & Pier View Way	Signalized	AM	16.8	B	RBT	AM	5.6	A	No
			PM	16.6	B		PM	12.9	B	No
7	Pier View Way & Horne Street	AWSC	AM	8.7	A	AWSC	AM	8.7	A	No
			PM	11.9	B		PM	11.9	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	7.9	A	AWSC	AM	7.9	A	No
			PM	10.1	B		PM	10	A	No
9	Mission Avenue & Cleveland Street	Signalized	AM	8.1	A	Signalized	AM	8.1	A	No
			PM	10.6	B		PM	10.6	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	13.1	B	Signalized	AM	8	A	No
			PM	13.8	B		PM	12.2	B	No
11	Mission Avenue & Horne Street	Signalized	AM	7.4	A	Signalized	AM	6.7	A	No
			PM	18.9	B		PM	17.1	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	3.3	A	SSSC	AM	9.1	A	No
			PM	11.5	B		PM	11.5	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	14.7	B	Signalized	AM	16.1	B	No
			PM	23.9	C		PM	27.3	C	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.3	A	SSSC	AM	10.3	B	No
			PM	15.6	C		PM	15.6	C	No
15	Seagaze Street & Ditmar Street	AWSC	AM	7.9	A	AWSC	AM	7.6	A	No
			PM	12.5	B		PM	12	B	No
16	Seagaze Street & Clementine Street	SSSC	AM	7.9	A	SSSC	AM	7.5	A	No
			PM	13.1	B		PM	8.3	A	No
17	Coast Highway & Missouri Avenue	SSSC	AM	12.0	B	SSSC	AM	10	A	No
			PM	23.9	C		PM	13.5	B	No

Intersection		Existing Conditions without Alternative 3				Existing Conditions + Alternative 3				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
18	Coast Highway & Washington Avenue	SSSC	AM	11.3	B	RBT	AM	6.1	A	No
			PM	22.0	C		PM	13.2	B	No
19	Wisconsin Avenue & Pacific Street	AWSC	AM	8.1	A	AWSC	AM	7.8	A	No
			PM	9.8	A		PM	9.5	A	No
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.6	B	SSSC	AM	10.6	B	No
			PM	14.0	B		PM	14	B	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	8.9	A	RBT	AM	7	A	No
			PM	12.2	B		PM	22	C	No
22	Wisconsin Avenue & Freeman Street	SSSC	AM	9.1	A	SSSC	AM	9.1	A	No
			PM	9.7	A		PM	9.7	A	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	9.7	A	SSSC	AM	9.7	A	No
			PM	10.1	B		PM	10.1	B	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	7.5	A	AWSC	AM	7.3	A	No
			PM	7.9	A		PM	7.9	A	No
25	Oceanside Boulevard & Pacific Street	AWSC	AM	8.0	A	AWSC	AM	7.7	A	No
			PM	9.0	A		PM	8.7	A	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	10.9	B	SSSC	AM	11	B	No
			PM	14.7	B		PM	14.8	B	No
27	Coast Highway & Oceanside Boulevard	Signalized	AM	29.7	C	Signalized	AM	30.1	C	No
			PM	39.7	D		PM	41.2	D	No
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	5.7	A	Signalized	AM	5.4	A	No
			PM	6.8	A		PM	5.9	A	No
29	Coast Highway & Morse Street	Signalized	AM	9.0	A	Signalized	AM	21	C	No
			PM	9.8	A		PM	10.1	A	No
30	Morse Street & Freeman Street	SSSC	AM	9.0	A	SSSC	AM	9	A	No
			PM	10.0	B		PM	10	B	No
31	Morse Street & Ditmar Street	SSSC	AM	8.8	A	SSSC	AM	8.8	A	No
			PM	9.2	A		PM	9.2	A	No
32	Cassidy Street & Pacific Street	AWSC	AM	7.7	A	AWSC	AM	7.3	A	No
			PM	9.3	A		PM	8.7	A	No
33	Cassidy Street & Broadway Street	SSSC	AM	10.3	B	SSSC	AM	10.3	B	No
			PM	14.5	B		PM	14.5	B	No
34	Cassidy Street & Tremont Street	SSSC	AM	9.9	A	SSSC	AM	9.9	A	No
			PM	12.4	B		PM	12.4	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	9.1	A	Signalized	AM	8.9	A	No
			PM	14.0	B		PM	13.2	B	No

Intersection		Existing Conditions without Alternative 3				Existing Conditions + Alternative 3				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
36	Cassidy Street & Freeman Street	SSSC	AM	10.2	B	SSSC	AM	10.2	B	No
			PM	12.7	B		PM	12.7	B	No
37	Cassidy Street & Ditmar Street	AWSC	AM	8.1	A	AWSC	AM	7.9	A	No
			PM	9.5	A		PM	9	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.3	A	AWSC	AM	8.9	A	No
			PM	13.2	B		PM	12	B	No
39	Vista Way & Broadway Street	SSSC	AM	7.4	A	SSSC	AM	7.4	A	No
			PM	7.6	A		PM	7.6	A	No
40	Coast Highway & Vista Way	Signalized	AM	22.7	C	Signalized	AM	23.4	C	No
			PM	37.0	D		PM	39.5	D	No
41	Vista Way & Freeman Street	SSSC	AM	12.2	B	SSSC	AM	12.2	B	No
			PM	15.3	C		PM	15.3	C	No
42	Vista Way & Ditmar Street	SSSC	AM	13.0	B	SSSC	AM	13	B	No
			PM	18.7	C		PM	18.7	C	No
43	Vista Way & Stewart Street	SSSC	AM	12.3	B	SSSC	AM	12.3	B	No
			PM	17.4	C		PM	17.4	C	No
44	Coast Highway & Eaton Street	SSSC	AM	12.8	B	SSSC	AM	13.1	B	No
			PM	14.3	B		PM	14.5	B	No
45	Coast Highway & Michigan Avenue	Signalized	AM	7.3	A	RBT	AM	6.7	A	No
			PM	9.0	A		PM	22.5	C	No
46	Coast Highway & West Street	SSSC	AM	--	--	RBT	AM	--	--	--
			PM	--	--		PM	--	--	--
47	Coast Highway & Kelly Street	SSSC	AM	--	--	SSSC	AM	--	--	--
			PM	--	--		PM	--	--	--
Caltrans Intersections										
48	Harbor/Vandergrift Blvd & I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	17.6	B	Signalized	AM	17.6	B	No
			PM	22.7	C		PM	22.7	C	No
49	SR-76 & I-5 SB On-Ramp	Signalized	AM	8.9	A	Signalized	AM	8.9	A	No
			PM	6.9	A		PM	6.9	A	No
50	SR-76 & I-5 NB On/Off-Ramp	Signalized	AM	21.0	C	Signalized	AM	21	C	No
			PM	25.5	C		PM	25.5	C	No
51	Mission & I-5 SB Off-Ramp	Signalized	AM	23.0	C	Signalized	AM	23.0	C	No
			PM	35.0	C		PM	35.0	C	No
52	Oceanside & I-5 SB On/Off-Ramp	Signalized	AM	46.6	D	Signalized	AM	46.6	D	No
			PM	43.3	D		PM	43.3	D	No
53	Oceanside & I-5 NB On/Off-Ramp	Signalized	AM	34.2	C	Signalized	AM	34.2	C	No
			PM	39.2	D		PM	39.2	D	No

Intersection		Existing Conditions without Alternative 3				Existing Conditions + Alternative 3				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
54	California & I-5 NB On-Ramp	AWSC	AM	8.9	A	AWSC	AM	8.9	A	No
			PM	8.7	A		PM	8.7	A	No
55	Cassidy & I-5 SB On/Off-Ramp	SSSC	AM	11.0	B	SSSC	AM	11	B	No
			PM	11.2	B		PM	11.2	B	No
56	Vista Way & I-5 SB On/Off Ramp	Signalized	AM	50.0	D	Signalized	AM	50	D	No
			PM	174.2	F		PM	174.2	F	No

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. RBT – Roundabout
F. The minimum acceptable LOS is "D" for intersections 1-47
G. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.H. Existing volumes not available for intersections 46 and 47

SOURCE: IBI 2018.

Future Conditions without Alternative 3 Scenario

As shown in **Table 5-21** below, all of the study intersections in the Future Conditions scenario would operate at acceptable LOS with the exception of the following intersections, which would operate at a deficient LOS:

1. Coast Highway & Harbor Drive / I-5 Ramps – LOS E during PM peak hour
19. Wisconsin Avenue & Pacific Street – LOS F during PM peak hour
26. Oceanside Boulevard & Tremont Street – LOS F during PM peak hour
30. Morse Street & Freeman Street – LOS F during PM peak hour
33. Cassidy Street & Broadway Street – LOS F during PM peak hour
36. Cassidy Street & Freeman Street – LOS F during PM peak hour
40. Cost Highway & Vista Way – LOS E during PM peak hour
41. Vista Way & Freeman Street – LOS F during PM peak hour
42. Vista Way & Ditmar Street – LOS F during PM peak hour
43. Vista Way & Stewart Street – LOS F during PM peak hour
56. Vista Way & I-5 Southbound On/Off Ramps – LOS F during PM peak hour

Future Conditions + Alternative 3 Scenario

The Future Conditions + Alternative 3 scenario was modeled using the proposed reconfiguration of Coast Highway with implementation of Alternative 3, which accounts for development and/or redevelopment that may occur under the limited Incentive District north of Morse Street. **Figures**

5-9a through **5-9d** illustrate the AM and PM peak-hour volumes for the 56 study intersections in the Future Conditions + Alternative 3 scenario. Table 5-21 summarizes the LOS and delay for future conditions with and without Alternative 3 scenarios at the study area intersections.

TABLE 5-21
LOS ANALYSIS: FUTURE CONDITIONS + ALTERNATIVE 3

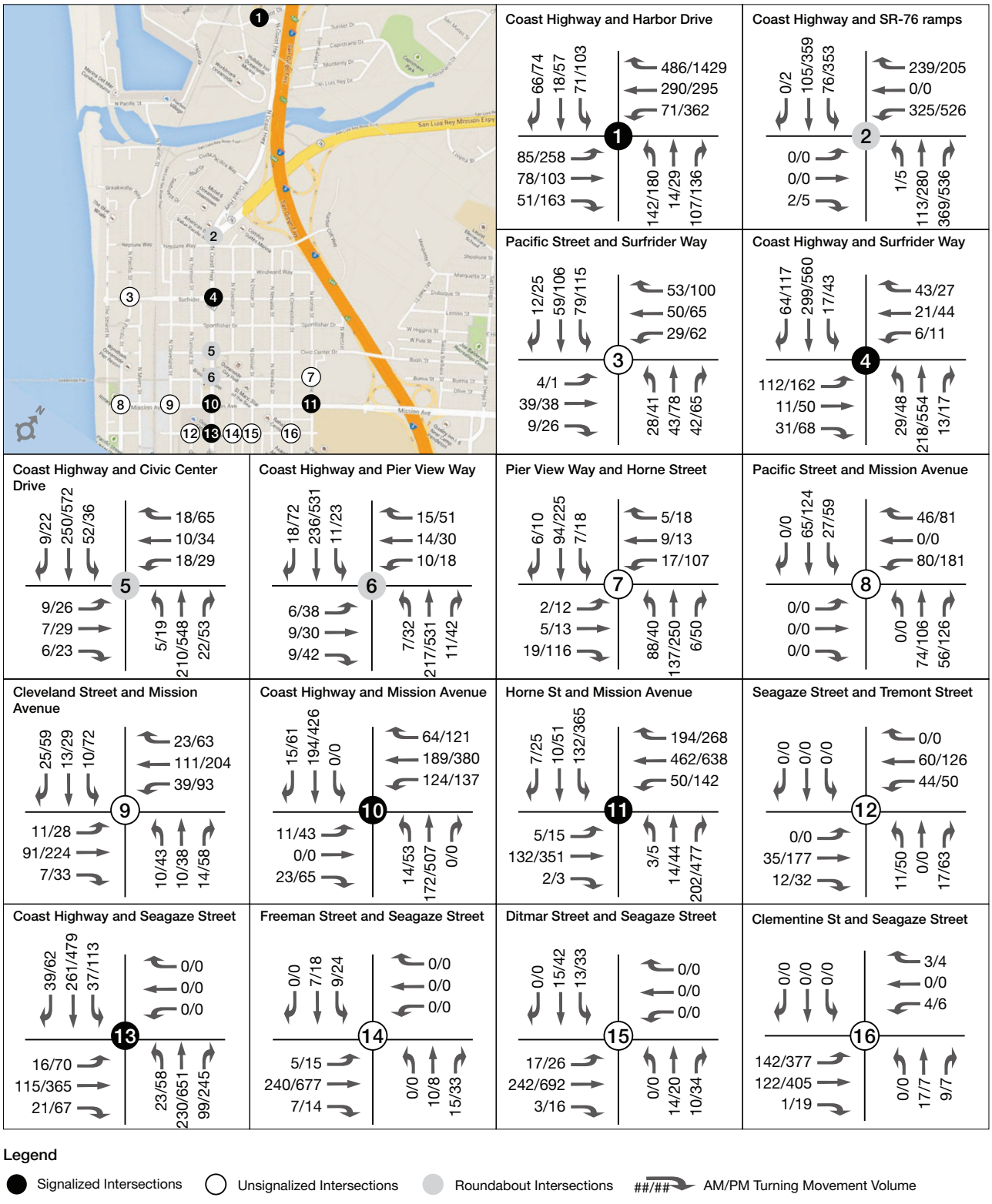
		Future Conditions without Alternative 3				Future Conditions + Alternative 3				
Intersection		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
City of Oceanside Intersections										
1	Coast Highway & I-5 Ramps / Harbor Drive	Signalized	AM	31.1	C	Signalized	AM	29.7	C	No
			PM	68.9	E		PM	55.0	D	No
2	Coast Highway & SR 76 Ramps	Signalized	AM	12.7	B	RBT	AM	3.0	A	No
			PM	25.6	C		PM	17.9	C	No
3	Surfrider Way & Pacific Street	AWSC	AM	10.4	B	AWSC	AM	9.7	A	No
			PM	19.5	C		PM	14.9	B	No
4	Coast Highway & Surfrider Way	Signalized	AM	16.4	B	Signalized	AM	9.7	A	No
			PM	17.1	B		PM	18.1	B	No
5	Coast Highway & Civic Center Drive	Signalized	AM	13.2	B	RBT	AM	7.1	A	No
			PM	15.6	B		PM	28.9	D	No
6	Coast Highway & Pier View Way	Signalized	AM	19.2	B	RBT	AM	7.3	A	No
			PM	8.7	A		**PM**	**69.4**	**F**	**Yes**
7	Pier View Way & Horne Street	AWSC	AM	9.4	A	AWSC	AM	9.0	A	No
			PM	17.6	C		PM	13.0	B	No
8	Mission Avenue & Pacific Street	AWSC	AM	9.5	A	AWSC	AM	9.3	A	No
			PM	19.4	C		PM	18.5	C	No
9	Mission Avenue & Cleveland Street	Signalized	AM	18.8	B	Signalized	AM	12.8	B	No
			PM	17.7	B		PM	14.8	B	No
10	Coast Highway & Mission Avenue	Signalized	AM	12.0	B	Signalized	AM	14.9	B	No
			PM	12.8	B		PM	28.2	C	No
11	Mission Avenue & Horne Street	Signalized	AM	6.9	A	Signalized	AM	13.2	B	No
			PM	10.7	B		PM	13.0	B	No
12	Seagaze Street & Tremont Street	SSSC	AM	9.8	A	SSSC	AM	9.0	A	No
			PM	17.1	C		PM	11.1	B	No
13	Coast Highway & Seagaze Street	Signalized	AM	15.8	B	Signalized	AM	13.3	B	No
			PM	22.7	C		PM	16.1	B	No
14	Seagaze Street & Freeman Street	SSSC	AM	10.1	B	SSSC	AM	10.1	B	No
			PM	15.0	B		PM	14.7	B	No
15	Seagaze Street & Ditmar Street	AWSC	AM	8.6	A	AWSC	AM	9.0	A	No
			PM	30.2	D		**PM**	**51.4**	**F**	**Yes**
16	Seagaze Street & Clementine Street	SSSC	AM	8.3	A	SSSC	AM	8.4	A	No
			PM	17.7	C		PM	16.8	C	No
17	Coast Highway & Missouri Avenue	SSSC	AM	10.8	B	SSSC	AM	9.8	A	No
			PM	15.7	C		PM	12.9	B	No
18	Coast Highway & Washington Avenue	SSSC	AM	9.9	A	RBT	AM	5.6	A	No
			PM	13.8	B		PM	10.8	B	No

Intersection		Future Conditions without Alternative 3				Future Conditions + Alternative 3				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
19	Wisconsin Avenue & Pacific Street	AWSC	AM	10.1	B	AWSC	AM	9.4	A	No
			PM	51.3	F		PM	17.1	C	No
20	Wisconsin Avenue & Tremont Street	SSSC	AM	10.8	B	SSSC	AM	12.1	B	No
			PM	14.9	B		PM	22.5	C	No
21	Coast Highway & Wisconsin Avenue	Signalized	AM	14.5	B	RBT	AM	8.0	A	No
			PM	24.5	C		**PM**	**40.3**	**E**	**Yes**
22	Wisconsin Avenue & Freeman Street	SSSC	AM	11.5	B	SSSC	AM	11.4	B	No
			PM	19.4	C		PM	16.9	C	No
23	Wisconsin Avenue & Ditmar Street (North)	SSSC	AM	13.2	B	SSSC	AM	14.3	B	No
			PM	17.9	C		PM	23.4	C	No
24	Wisconsin Avenue & Ditmar Street (South)	AWSC	AM	9.5	A	AWSC	AM	10.3	B	No
			PM	23.7	C		**PM**	**44.0**	**E**	**Yes**
25	Oceanside Boulevard & Pacific Street	AWSC	AM	9.1	A	AWSC	AM	9.0	A	No
			PM	12.1	B		PM	11.7	B	No
26	Oceanside Boulevard & Tremont Street	SSSC	AM	14.3	B	SSSC	AM	13.8	B	No
			PM	91.0	F		PM	38.3	E	No
27	Coast Highway & Oceanside Boulevard	Signalized	AM	26.2	C	Signalized	AM	26.6	C	No
			PM	32.1	C		PM	36.2	D	No
28	Oceanside Boulevard & Ditmar Street	Signalized	AM	14.9	B	Signalized	AM	15.1	B	No
			PM	15.3	B		PM	19.1	B	No
29	Coast Highway & Morse Street	Signalized	AM	19.6	B	Signalized	AM	11.7	B	No
			PM	22.9	C		PM	19.9	B	No
30	Morse Street & Freeman Street	SSSC	AM	12.9	B	SSSC	AM	12.0	B	No
			PM	112.9	F		PM	44.0	E	No
31	Morse Street & Ditmar Street	SSSC	AM	9.5	A	SSSC	AM	9.5	A	No
			PM	11.5	B		PM	11.4	B	No
32	Cassidy Street & Pacific Street	AWSC	AM	8.6	A	AWSC	AM	8.3	A	No
			PM	16.8	C		PM	13.3	B	No
33	Cassidy Street & Broadway Street	SSSC	AM	16.0	C	SSSC	AM	11.7	B	No
			PM	397.4	F		PM	29.5	D	No
34	Cassidy Street & Tremont Street	SSSC	AM	10.1	B	SSSC	AM	9.8	A	No
			PM	13.1	B		PM	11.4	B	No
35	Coast Highway & Cassidy Street	Signalized	AM	18.5	B	Signalized	AM	25.4	C	No
			PM	20.0	C		PM	14.2	B	No
36	Cassidy Street & Freeman Street	SSSC	AM	21.4	C	SSSC	AM	11.9	B	No
			PM	OVF	F		PM	52.8	F	No
37	Cassidy Street & Ditmar Street	AWSC	AM	7.6	A	AWSC	AM	7.5	A	No
			PM	8.6	A		PM	8.5	A	No
38	Cassidy Street & Stewart Street	AWSC	AM	9.2	A	AWSC	AM	9.3	A	No
			PM	13.8	B		PM	12.2	B	No
39	Vista Way & Broadway Street	SSSC	AM	8.5	A	SSSC	AM	8.4	A	No
			PM	9.4	A		PM	9.2	A	No

Intersection		Future Conditions without Alternative 3				Future Conditions + Alternative 3				
		Traffic Control	Peak Hour	Delay (s)	LOS	Traffic Control	Peak Hour	Delay (s)	LOS	Impact
40	Coast Highway & Vista Way	Signalized	AM	32.8	C	Signalized	AM	35.3	D	No
			PM	78.9	E		PM	52.2	D	No
41	Vista Way & Freeman Street	SSSC	AM	34.0	D	SSSC	AM	14.5	B	No
			PM	OVF	F		PM	29.5	D	No
42	Vista Way & Ditmar Street	SSSC	AM	26.2	D	SSSC	AM	18.7	C	No
			PM	294.2	F		PM	148.8	F	No
43	Vista Way & Stewart Street	SSSC	AM	22.0	C	SSSC	AM	16.6	C	No
			PM	69.1	F		PM	32.8	D	No
44	Coast Highway & Eaton Street	SSSC	AM	14.9	B	SSSC	AM	16.6	C	No
			PM	17.4	C		PM	13.6	B	No
45	Coast Highway & Michigan Avenue	Signalized	AM	4.7	A	RBT	AM	6.5	A	No
			PM	5.4	A		PM	21.2	C	No
46	Coast Highway & West Street	SSSC	AM	9.6	A	RBT	AM	4.5	A	No
			PM	11.2	B		PM	6.2	A	No
47	Coast Highway & Kelly Street	SSSC	AM	10.0	B	SSSC	AM	10.0	A	No
			PM	12.7	B		PM	12.8	B	No
Caltrans Intersections										
48	Harbor/Vandergrift Blvd & I-5 NB On-Ramp/San Rafael Drive	Signalized	AM	15.0	B	Signalized	AM	16.6	B	No
			PM	37.4	D		PM	44.8	D	No
49	SR-76 & I-5 SB On-Ramp	Signalized	AM	4.8	A	Signalized	AM	4.8	A	No
			PM	4.4	A		PM	4.6	A	No
50	SR-76 & I-5 NB On/Off-Ramp	Signalized	AM	17.1	B	Signalized	AM	19.5	B	No
			PM	27.3	C		PM	35.6	D	No
51	Mission & I-5 SB Off-Ramp	Signalized	AM	16.3	B	Signalized	AM	17.3	B	No
			PM	23.5	C		PM	22.3	C	No
52	Oceanside & I-5 SB On/Off-Ramp	Signalized	AM	28.3	C	Signalized	**AM**	**38.3**	**D**	**Yes**
			PM	34.9	C		**PM**	**45.4**	**D**	**Yes**
53	Oceanside & I-5 NB On/Off-Ramp	Signalized	AM	35.7	D	Signalized	AM	35.6	D	No
			PM	42.8	D		PM	46.9	D	No
54	California & I-5 NB On-Ramp	AWSC	AM	8.3	A	AWSC	AM	8.0	A	No
			PM	8.2	A		PM	8.1	A	No
55	Cassidy & I-5 SB On/Off-Ramp	SSSC	AM	9.3	A	SSSC	AM	9.2	A	No
			PM	9.5	A		PM	9.3	A	No
56	Vista Way & I-5 SB On/Off Ramp	Signalized	AM	25.8	C	Signalized	AM	18.5	B	No
			PM	88.0	F		PM	31.0	C	No

Notes:
A. Delay is expressed as an average seconds of delay per vehicle
B. LOS – Level of Service
C. AWSC – All-way stop control intersection
D. SSSC – Side-street stop control intersection
E. OVF – Overflow, Synchro is unable to calculate a level of delay
F. RBT – Roundabout
G. The minimum acceptable LOS is "D" for intersections 1-47
H. For intersections 48 through 56, Caltrans has established their significance thresholds for intersections during the peak-hour to consider a change from LOS C to LOS D or worse as a significant impact. However, if conditions without the project are LOS D and conditions do not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

SOURCE: IBI 2018.

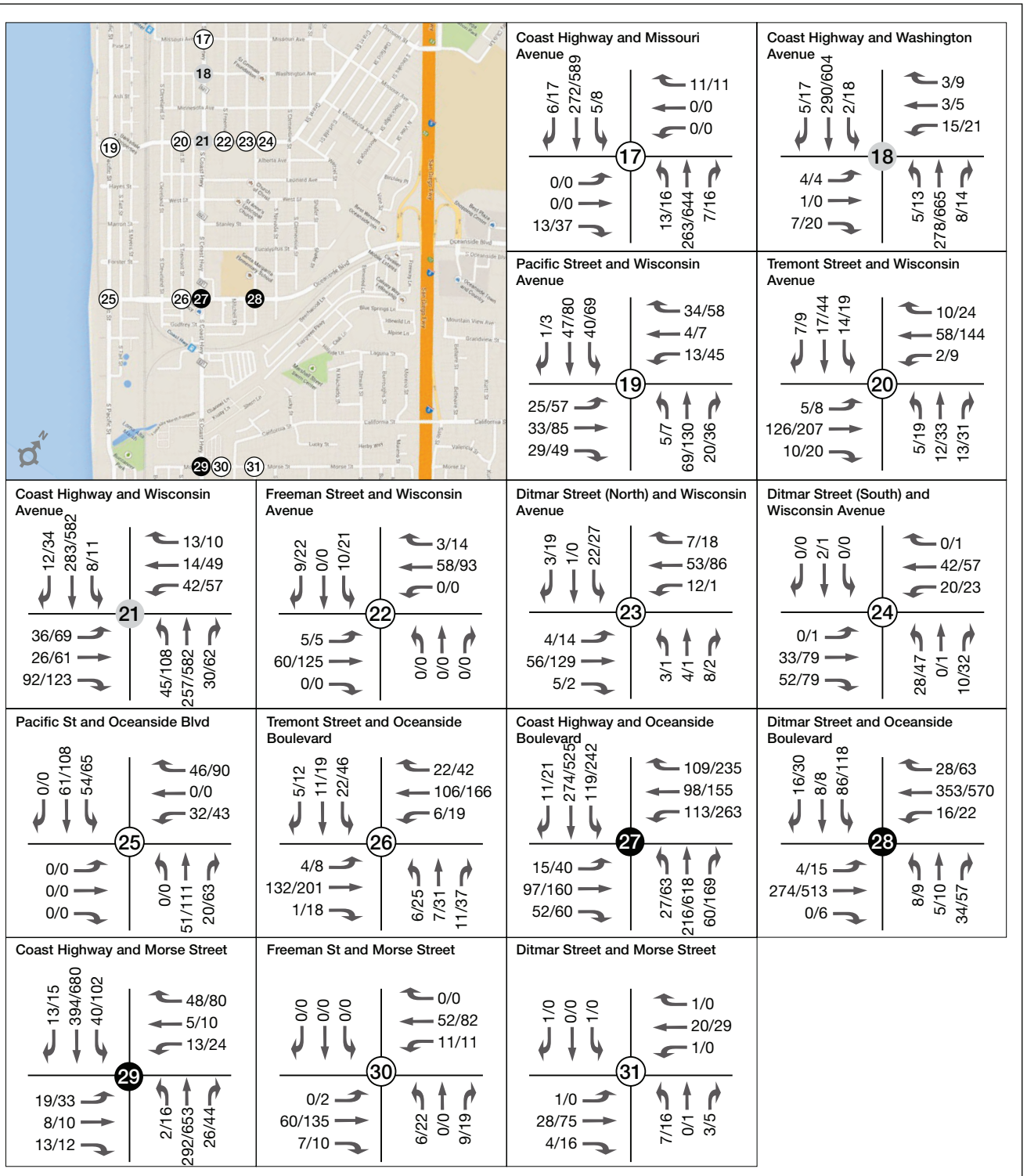


City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-9a

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM

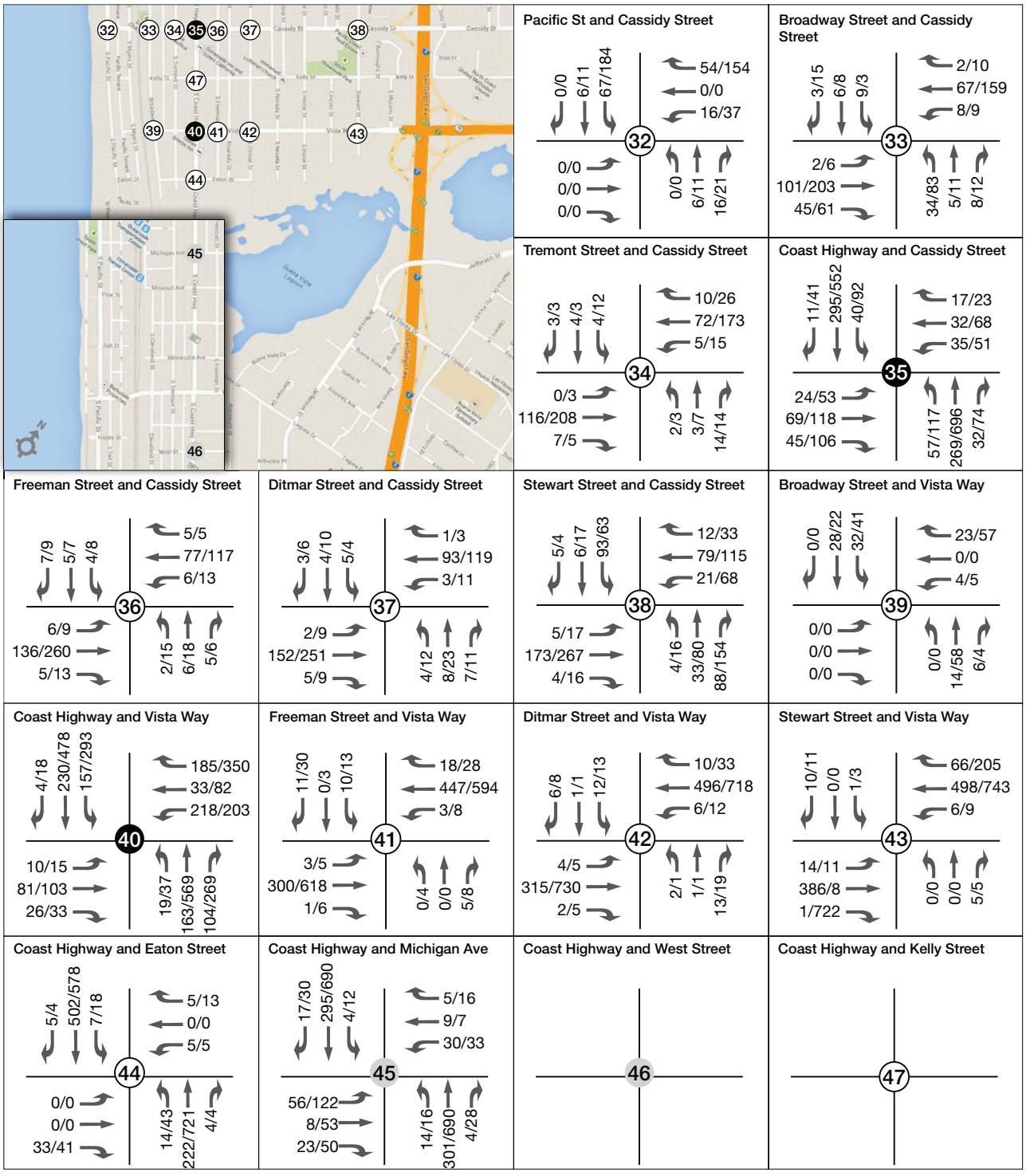


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-9b

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM

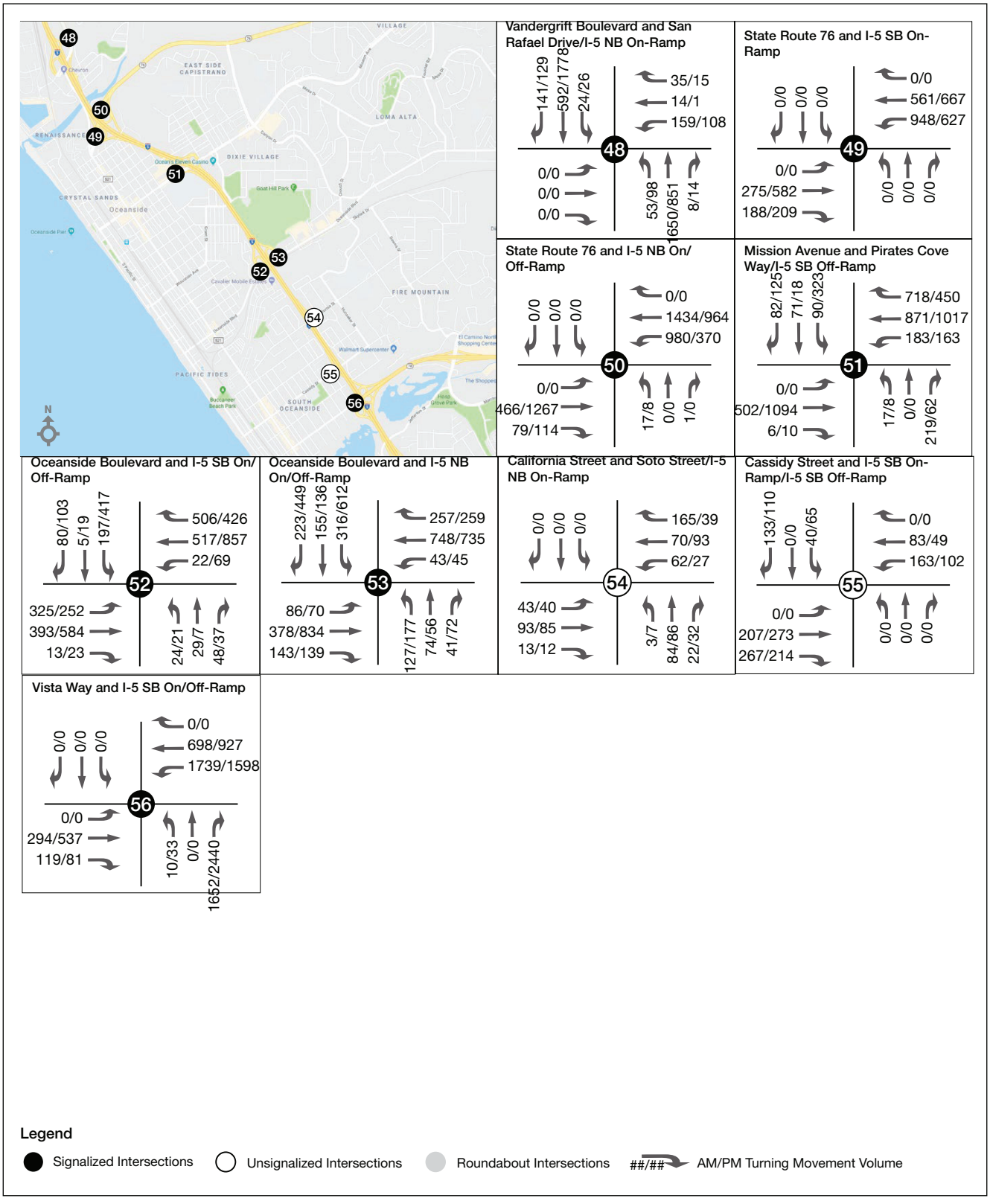


SOURCE: IBI Group, 2018

City of Oceanside Coast Highway Corridor Study. 130217

Figure 5-9c

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM



City of Oceanside Coast Highway Corridor Study. 130217

SOURCE: IBI Group, 2018

Figure 5-9d

Future Conditions + Alternative 3 Peak Hour Volumes – AM & PM

As shown in Table 5-21, under the Future Conditions + Alternative 3 scenario, the following study intersections would degrade to a deficient LOS:

6. Coast Highway & Pier View Way – LOS F during PM peak hour

15. Seagaze Street & Ditmar Street – LOS F during PM peak hour

21. Coast Highway & Wisconsin Boulevard – LOS E during PM peak hour

24. Wisconsin Boulevard & Ditmar Street (South) – LOS E during PM peak hour

52. Oceanside Boulevard & I-5 Southbound On/Off Ramps – LOS D[16] during AM and PM peak hours

Therefore, implementation of Alternative 3 would result in potentially significant impacts to five study intersections under future conditions.

In order to mitigate the deficient LOS at the three degraded study area intersections predicted under the Future Conditions + Alternative 3 scenario, the City would be required to implement the following measures to improve intersection operations. The City would include these modifications in the Complete Streets improvements construction plans or complete these modifications prior to the finalization of the construction plans. The improvements would be required to be completed either prior to or concurrent with the Complete Streets improvements.

Location		Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
				Delay (sec)	LOS	
6	Coast Highway & Pier View Way	Maintain existing traffic signal	None	12.4	B	**Yes**
15	Seagaze St & Ditmar St	Convert AWSC to Traffic Signal	None	7.1	A	**Yes**
52	Oceanside Blvd & I-5 Southbound On/Off Ramps	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet.	Only mitigates the AM peak hour	30.7	C	**Yes**
52	Oceanside Boulevard & I-5 Southbound On-/Off-Ramps (PM Peak-Hour)	Southbound configuration will include two left turn lanes and a shared thru-right lane with a storage length of 100 feet	Implementation of this mitigation measure won't fully mitigate the project's impacts to this intersection	42.4	D	**No**[1]

[16] The minimum acceptable LOS is "C and D"; a change from C or D to a lower LOS will cause an impact for intersections 48-56; However, if pre-project LOS is a LOS D, and does not degrade to a lower LOS with the project, Caltrans does not consider the project's contribution to be significant.

Location	Mitigation Measure	Additional Comments	Mitigated Conditions		Reduced to Less than Significant
			Delay (sec)	LOS	

Notes:

[1] Under the Future Conditions without Alternative 1 scenario, Intersection 52 (PM Peak-Hour) would operate at LOS C. Under the Future Conditions + Alternative 1 scenario, this intersection would be degraded to LOS D, which is considered a significant impact under Caltrans guidelines. While the mitigation measure would reduce delay by 3 seconds, this intersection would still operate at LOS D and remain deficient.

SOURCE: IBI 2018.

However, there is no feasible mitigation to increase LOS at the following three study intersections under the Future Conditions + Alternative 3 scenario:

21. Coast Highway & Wisconsin Avenue

24. Wisconsin Boulevard & Ditmar Street (South)

52. Oceanside Boulevard & I-5 Southbound On/Off Ramps

In comparison to the proposed project, under the Future Conditions scenario, Alternative 3 would avoid significant impacts at six of the study area intersections, one of which would be significant and unavoidable (Intersections 35), and would eliminate the need for four of the mitigation measures that the proposed project would require in the future conditions scenario. Specifically, Alternative 3 would avoid significant impacts at the following six intersections:

4. Coast Highway & Surfrider Way

27. Coast Highway & Oceanside Boulevard

29. Coast Highway & Morse Street

35. Coast Highway & Cassidy Street

42. Vista Way & Ditmar Street

56. Vista Way & I-5 Southbound On/Off Ramps

Therefore, because Alternative 3 degrades five of the study intersections in the future conditions scenario, compared to ten intersections under the proposed project, this alternative is considered to have reduced traffic impacts compared to the project in the future conditions scenario.

In summary, Alternative 3 would not degrade any of the study intersections to a deficient LOS in the Existing Conditions + Alternative 3 condition. Implementation of Alternative 3 would degrade five intersections to a deficient LOS in the Future Conditions + Alternative 3 scenario, which is reduced from the ten degraded intersections in the Future Conditions + Project scenario. After mitigation measures are applied, implementation of Alternative 3 would result in similar significant and unavoidable impacts to the two of the same intersections (Coast Highway & Wisconsin Avenue [Intersection 21] and Oceanside Boulevard & I-5 Southbound On-/Off-Ramps [Intersection 52]) as the proposed project and one significant and unavoidable impact to a

different intersection (Wisconsin Boulevard & Ditmar Street [Intersection 24]) than the project in the Future Conditions + Alternative 3 scenario. Because Alternative 3 would avoid impacts at five study intersections prior to mitigation and would result in significant and unavoidable impacts at three intersections instead of four intersections under the project, it is considered significantly better that the proposed project when considering traffic and circulation impacts.

All other impacts associated with transportation and traffic under Alternative 3 would be similar to the proposed project. Construction activities, while reduced in area, would still result in lane closures and temporary inadequate emergency access and would still provide pedestrian and alternative transportation facilities within the project area.

5.8.15 Utilities

Under Alternative 3, implementation of Complete Streets improvements would not result in population growth within the project area since this component of the project is limited to transportation improvements. Effects would be slightly different during the construction period since Alternative 3 would result in less generation of debris and other construction material that would need to be transported to a landfill, as fewer roundabouts would be constructed than the proposed project. However, the decrease in solid waste associated with Alternative 3 would not be substantial. Further, the reduction in the area of Complete Streets improvements would reduce the expansion of the irrigation system for the ornamental landscaping along Coast Highway; however, this reduction would be relatively small and the decrease in water demand would be negligible. Furthermore, since the land use condition under this Alternative could generate the same projected growth as the proposed project, the utilities effects would also be the same for this component. Similar to the proposed project, impacts related to water and wastewater treatment facilities and stormwater drainage facilities would be less than significant under Alternative 3.

5.9 Environmental Analysis of Alternative 4 (Complete Streets Improvements Only, No Incentive District)

Under this alternative, only the Complete Streets improvement component of the proposed project would be implemented. This alternative would still convert Coast Highway from four lanes to two lanes (one travel lane in each direction) for the length of the corridor, with segments of two southbound travel lanes between State Route (SR) 76 and Surfrider Way, and south of Kelly Street to Eaton Street. Other key elements of the Complete Streets improvements include a continuous Class II striped bicycle lane from Harbor Drive to the southern city limit, 10 mid-block crosswalks to facilitate safe and convenient pedestrian crossings of the corridor, 12 roundabouts in place of traffic signals where physically feasible and where the intersection traffic volumes support implementation, raised medians, traffic-calming measures, and streetscape enhancements such as removing dead trees and replanting trees. A special management area for the Incentive District would not be established under this alternative. Growth would occur in the project area similar to current trends under existing land use regulations. Similar effects to the development and redevelopment enabled under the Incentive

District could occur in the project area under existing growth regulations, but possibly not as quickly as with implementation of the Incentive District.

The following sections provide an environmental analysis of the Alternative 4.

5.9.1 Aesthetics

Under this alternative, only the Complete Streets improvements component of the proposed project would be implemented. As discussed in Section 3.1, construction equipment associated with the Complete Streets improvements may temporarily impede some scenic vistas, including public views toward the Pacific Ocean at intersections and views toward Oceanside Harbor, San Luis Rey River, and the Buena Vista Lagoon. However, this effect on scenic vistas would be temporary in nature and highly localized, as equipment would be removed following the completion of construction. The proposed raised medians included in the Complete Streets improvements would be two feet in height, and all other improvements (e.g., bike lanes, parking lanes, crosswalks) would occur at street level; therefore, the proposed Complete Streets improvements would not substantially alter views of the project area or introduce structures that would be of sufficient height to block scenic vistas. Additionally, while the visual change of Coast Highway due to the Complete Streets improvements would be evident, the visual character would not be degraded, and no scenic resources would be impacted. However, under Alternative 4 new development would not be guided by the additional design and development standards of the Incentive District. This would likely result in less aesthetic unity and quality in the project area. However, similar to the proposed project, these conditions would not cause a significant environmental impact. Because neither the Alternative 4 nor the proposed project would cause a significant environmental impact related to aesthetics, their level of impact in this regard would be similar.

5.9.2 Air Quality

As discussed in Section 3.2, implementation of the Complete Streets improvements would not exceed the SDAPCD's thresholds from construction emissions and would not increase emissions during operation. The Complete Streets improvements are a permitted use under the County's General Plan and are not expected to result in population growth. Therefore, this alternative would be consistent with the growth projections accounted for in SDAPCD's RAQS, and it would not conflict with or obstruct implementation of the RAQS. Further, development of the Complete Streets improvements would not result in CO hotspots or TACs.

If the Incentive District were to be approved, the mitigation measures outlined in this EIR would be adopted, including several feasible mitigation measures aimed at reducing air quality impacts. Analyzing project effects on a programmatic level, as contained in this EIR, provides a greater certainty that appropriate mitigation measures will be proactively implemented on a project-by-project basis as development occurs within the project area. The City of Oceanside would have the benefit of being able to address air quality impacts with the mitigation measures in place as compared to not having this tool to address air quality impacts in the project area. With

Alternative 4, many projects would be able to proceed in the project area without the additional emission reduction measures contained in this EIR.

Alternative 4 would likely not avoid the significant and unavoidable impacts associated with violation of an air quality standard and a cumulatively considerable net increase of any criteria pollutant associated with development enabled under the Incentive District. While some of the future private development projects in the project area would be required to undergo environmental review, many may be able to proceed with only a ministerial approval, thus not triggering CEQA. Under these conditions, a thorough assessment of air quality impacts would not be required. There would be no assurance that future private development projects would not result in cumulative impacts within the city and, similar to the proposed project, Alternative 4 could result in cumulatively considerable net increases in criteria pollutants. For these reasons, impacts related to air quality would be similar when comparing Alternative 4 to the proposed project.

5.9.3 Biological Resources

As discussed in Section 3.3, all construction activities associated with the Complete Streets improvements would occur within the existing ROW, which is an urban/developed area where species are not likely to occur. Potential impacts to migratory birds associated with tree removal, western yellow bats associated with removal of palm trees, and indirect impacts to riparian habitats and sensitive natural communities adjacent to the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon would still occur under Alternative 4. Impacts related to biological resources would be potentially significant under Alternative 4 and the same mitigation required for the proposed project would be required to reduce these impacts.

5.9.4 Cultural Resources

As discussed in Section 3.4, construction for the Complete Streets improvements would occur within the existing ROW for Coast Highway, where ground-disturbing activities, such as excavation and trenching, would have the potential to impact cultural resources, similar to the proposed project.

Regarding development within the Incentive District area, Alternative 4 would continue to allow for development and redevelopment of the project area. However, because the Incentive District would not be adopted, the programmatic mitigation measures for the Incentive District outlined in this EIR would not be required. The additional safeguards that would be provided by the cultural resource mitigation measures outlined in this EIR are notable when considering cultural resources. When development occurs on a project-by-project basis, archeological and historic resources are often overlooked and significantly impacted during project construction. For this reason, the development that could occur under Alternative 4 could have a much higher risk of impacting cultural resources as compared to adoption of the Incentive District with the cultural resource protection measures outlined in this EIR. For these reasons, Alternative 4 would have a higher potential to impact cultural resources and this difference would be significant.

5.9.5 Geology, Soils, and Seismicity

As discussed in Section 3.5, the Complete Streets improvements would comply with all required regulations and policies and the California Building Code to ensure no hazards from geologic conditions. Thus, all impacts related to geology, soils, and seismicity would be less than significant for the Complete Streets improvements.

5.9.6 Greenhouse Gas Emissions

As discussed in Section 3.6, the Complete Streets improvements project component would not exceed GHG emissions screening level thresholds and would be designed to allow for continuous bicycle facilities and streetscape improvements, and would thus be consistent with the recommended actions in the CARB Scoping Plan. Without the Incentive District, private development projects would continue to occur in the project area according to existing zoning and land use regulations. Under either scenario (Alternative 4 and the proposed project), it is reasonable to assume that some large-scale construction activities with specific construction schedules and scenarios (e.g., emissions per day) could exceed thresholds and result in a significant impact when considering GHG. In general, individual mixed-use and commercial projects that would be developed under existing regulations or pursuant to the Incentive District could result in a net increase in development over existing project site conditions and could potentially exceed the GHG screening threshold.

When compared to conditions with the Incentive District in place, the level of redevelopment could be less under Alternative 4. However, if the Incentive District were not adopted neither would the measures within this EIR that could limit GHG emissions (MM Incentive District AIR-2). As well, it is fairly uncertain what eventual development pattern could result in the project area, as the current General Plan and zoning regulations would actually allow the same amount of development projected under the Incentive District conditions. Thus, given the level of uncertainty in projecting land use development patterns and the amount of development that could occur under both alternatives, it is reasonable to conclude that either alternative could result in a net increase in GHG emissions that, in the aggregate, could exceed thresholds, and GHG impacts would be significant and unavoidable. For this reason, GHG impacts of the proposed Incentive District and the No Project Alternative would be similar.

5.9.7 Hazards and Hazardous Materials

As discussed in Section 3.7, the Complete Streets improvements project component would comply with all applicable regulations and policies to ensure construction and operation activities would not result in the exposure of hazardous materials to people or the environment. Impacts of the proposed project and Alternative 4 would be similar.

5.9.8 Hydrology and Water Quality

As discussed in Section 3.8, construction activities would be required to comply with all applicable regulations, including the Construction General Permit, which requires implementation of an SWPPP to minimize or eliminate sediment and pollutants from being discharged from the

Coast Highway ROW. All impacts related to dam and tsunami inundation, flooding, and hydrologic hazards would be similar to existing conditions. Impacts related to hydrology and water quality would be similar between the proposed project and Alternative 4.

5.9.9 Land Use and Planning

As discussed in Section 3.9, implementation of the Complete Streets improvements would not include any land use changes. Implementation of the Complete Streets improvements would occur along Coast Highway. and the roadway would continue to serve as a transportation corridor after completion of the improvements. Similar to the proposed project, a General Plan Amendment would be required for Alternative 4 to incorporate the changes to Coast Highway into the Circulation Element of the City's General Plan. Because environmental impacts related to land use would not occur under either the proposed project or Alternative 4, impacts would be similar.

5.9.10 Noise and Vibration

As discussed in Section 3.10, the Complete Streets improvements would result in significant and unavoidable impacts related to temporary increase in ambient noise levels and a permanent increase in noise levels along the roadway segment of Coast Highway between Freeman Street and Ditmar Street. In addition, the Complete Streets improvements would significantly contribute to a significant noise impact along Washington Avenue west of Coast Highway. Therefore, future noise levels in these specific locations would be cumulatively significant. All other noise-related impacts would be less than significant and would be reduced from the proposed project.

5.9.11 Population and Housing

Under Alternative 4, implementation of the Complete Streets improvements project component would not result in population growth within the project area, as this alternative is a transportation project by nature. Because environmental impacts associated with population and housing would not occur under either the proposed project or this alternative, these impacts would be similar.

5.9.12 Public Services

Under Alternative 4, implementation of the Complete Streets improvements project component would not result in population growth within the project area, as this alternative is a transportation project by nature. While impacts associated with public services would be less than significant under the proposed project, this alternative would result in no impact to the city's public services. The Incentive District could result in an increase in development and the growth that might occur in the project area, but Section 3.12 determined that this additional growth would not cause significant environmental impacts related to public services. It is expected that the City of Oceanside can continue to keep pace with the population growth within the city such that the demand for public services would continue to be met, especially when considering the public service fees the city collects with new development to provide for service facilities. However, Alternative 4 would likely allow for a slower pace of development and growth, which could alleviate pressure on service providers. While significant environmental impacts related to public

services would not occur under either alternative, Alternative 4 would result in reduced public services demand when compared to the proposed project.

5.9.13 Recreation and Parks

Under Alternative 4, implementation of only the Complete Streets component would not result in population growth. However, the proposed Incentive District would not result in recreation and parks impacts resulting from population growth. For these reasons, the proposed project and Alternative 4 would result in similar impacts related to recreation and parks.

5.9.14 Transportation and Traffic

While development and redevelopment enabled by the Incentive District would not occur in this alternative, implementation of the Complete Streets improvements could result in similar traffic scenarios as the proposed project, as development would continue within the project area under existing development regulations. While development may occur at a slower pace without the Incentive District, Alternative 4 could result in a similar land use distribution as the proposed project depending on the conditions of the market. Because the population may grow less rapidly under Alternative 4 compared to the proposed project, this alternative would result in reduced traffic impacts when compared to the proposed project.

Reduced traffic impacts would be expected to occur throughout the corridor compared to the proposed project. Under Alternative 4, locations where low impacts are anticipated with the proposed project may not be impacts; while other locations, although still impacted, would have reduced impacts. Examples of low-impact locations along the corridor which may not be impacted under Alternative 4 are listed below. These locations observed moderate increases in their delay and LOS with the project and can reasonably be anticipated to have no impact under Alternative 4. All other impacted locations would continue to have impacts and non-impacted locations would continue to be non-impacted locations.

- Seagaze Street & Ditmar Street
- Coast Highway & Wisconsin Avenue
- Oceanside Boulevard & Tremont Street
- Vista Way & Stewart Street

Alternative 4 has not been modeled and is not known to what degree the future traffic impacts would reduce if the Incentive District was not adopted. It is expected that some impacts would be reduced but that most, if not all, of the significant impact conclusions would remain.

5.9.15 Utilities

As discussed in Section 3.15, implementation of the Complete Streets improvements would require water only for irrigation of ornamental landscaping within roadway medians and along sidewalks. The proposed landscaping would use the existing irrigation systems along Coast Highway and would require minimal irrigation expansion to the medians, but the increased water

demand would be negligible compared to current conditions. Development of the Complete Streets improvements would not require the expansion of water, wastewater, or storm system facilities within the city. Further, considering that the Complete Streets improvements would not occur all at once and would only represent a small portion of solid waste going into the landfill, and since the El Sobrante Landfill has enough capacity to remain open until 2045, the existing landfill would have adequate capacity to accept construction waste associated with the Complete Streets improvements. Impacts related to utilities would be less than significant for Alternative 4 and would be reduced from the proposed project.

5.10 Comparative Summary of the Alternatives

Table 5-22 compares the ability of the alternatives to meet the project objectives. A summary comparison of the potential environmental impacts associated with the alternatives and the proposed project is provided in **Table 5-23**.

TABLE 5-22
ABILITY OF ALTERNATIVES TO MEET PROJECT GOALS AND OBJECTIVES

Project Goals and Objectives	No Project Alternative	Alternative 1 (Four Lanes between Oceanside Blvd and Vista Way + Incentive District)	Alternative 2 (Four Lanes between Morse St and Vista Way + Incentive District)	Alternative 3 (Limit Complete Streets Improvements and Incentive District from Harbor Dr. to Morse St)	Alternative 4 (Complete Streets Improvements Only)
Goal 1: Transform Coast Highway into a "Complete Street" that accommodates all roadway users (pedestrians, bicyclists, and automobiles)	No	Partially	Partially	Partially	Yes
Objective 1.1: Improve the pedestrian environment	No	Partially	Partially	Partially	Yes
Objective 1.2: Provide a continuous striped bicycle lane	No	Partially	Partially	Partially	Yes
Objective 1.3: Improve traffic flow and implement traffic-calming measures to reduce traffic intrusion to adjacent neighborhoods	No	Partially	Partially	Partially	Yes
Goal 2: Improve safety for all roadway users	No	Partially	Partially	Partially	Yes
Objective 2.1: Slow traffic speeds and improve traffic flow	No	Partially	Partially	Partially	Yes
Objective 2.2: Implement roundabouts in place of traffic signals where feasible to reduce auto and pedestrian conflicts at intersections	No	Partially	Partially	Partially	Yes

Project Goals and Objectives	No Project Alternative	Alternative 1 (Four Lanes between Oceanside Blvd and Vista Way + Incentive District)	Alternative 2 (Four Lanes between Morse St and Vista Way + Incentive District)	Alternative 3 (Limit Complete Streets Improvements and Incentive District from Harbor Dr. to Morse St)	Alternative 4 (Complete Streets Improvements Only)
Objective 2.3: Add new, mid-block pedestrian crossing opportunities between major intersections to facilitate pedestrian crossing of the roadway	No	Yes	Yes	Yes	Yes
Goal 3: Facilitate implementation of the Coast Highway Vision and Strategic Plan	No	Yes	Yes	Partially	No
Objective 3.1: Encourage redevelopment and continued investment within the Incentive District by providing development incentives in exchange for community benefits to enhance and revitalize the project area	No	Yes	Yes	Yes	No
Objective 3.2: Increase on-street parking supply corridor-wide to support new land uses	No	Yes	Yes	Partially	No
Objective 3.3: Foster a built environment along Coast Highway that includes: • Streets and spaces that are pedestrian-scale and pleasurable to walk within • Architecture that announces gateways, key intersections, and public spaces • A consistent street frontage throughout the nodes • Building architecture that is high-quality and provides variation and diversity	No	Yes	Yes	Yes	No

SOURCE: ESA 2018.

TABLE 5-23
SUMMARY OF ALTERNATIVE IMPACTS COMPARED TO PROPOSED PROJECT

		Alternatives to the Proposed Project				
Issue Areas	**Proposed Project**	**No Project Alternative**	**Alternative 1 (Four Lanes between Oceanside Blvd and Vista Way + Incentive District)**	**Alternative 2 (Four Lanes between Morse St and Vista Way + Incentive District)**	**Alternative 3 (Limit Complete Streets Improvements and Incentive District from Harbor Dr. to Morse St)**	**Alternative 4 (Complete Streets Improvements Only)**
3.1 Aesthetics	LTS	=	=	=	▼	=
3.2 Air Quality	SU	=	=	=		=
3.3 Biological Resources	LTSM	=	=	=	▼	=
3.4 Cultural Resources	LTSM	▲▲	=	=	=	▲▲
3.5 Geology, Soils, and Seismicity	LTS	=	=	=	=	=
3.6 GHG Emissions	SU	=	=	=	=	=
3.7 Hazards and Hazardous Materials	LTSM	=	=	=	▼	=
3.8 Hydrology and Water Quality	LTS	=	=	=	=	=
3.9 Land Use	LTS	=	=	=	=	=
3.10 Noise and Vibration	SU	▼▼	=	=	=	▼
3.11 Population and Housing	LTS	=	=	=	=	=
3.12 Public Services	LTS	▼	=	=	=	▼▼
3.13 Recreation and Parks	LTS	=	=	=	=	=
3.14 Transportation and Traffic	SU	▼▼	▼▼	▼▼	▼▼	▼
3.15 Utilities	LTS	▼	=	=	▼	▼

▲ ▲ Alternative would result in greater issue area impacts when compared to the proposed project and the difference would be significant.

▲ Alternative would result in greater issue area impacts when compared to the proposed project; however, this different would be negligible and would not change the significance conclusion.

= Alternative would result in similar issue area impacts when compared to the proposed project.

▼ Alternative would result in reduced issue area impacts when compared to project; however, this difference would be negligible and would not change the significance conclusion.

▼ ▼ Alternative would result in reduced issue area impacts when compared to the proposed project and the difference would be significant.

NI = No Impact
LTS = Less than Significant Impact; No Mitigation is Required
LTSM = Less than Significant Impact with Mitigation
SU = Significant and Unavoidable Impact

SOURCE: ESA 2018.

5.11 Environmentally Superior Alternative

An EIR must identify the environmentally superior alternative. The No Project Alternative would reduce or eliminate all proposed project impacts, including significant and unavoidable impacts of the proposed project. However, the No Project Alternative does not meet any of the project objectives. In addition, CEQA Guidelines Section 15126.6(c) requires that, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the comparison provided in Table 5-23, and consideration of the full range and type of impacts caused by the proposed project and the alternatives, Alternative 3 is identified as the environmentally superior alternative. Alternative 3 would limit both the Complete Streets improvements and the Incentive District to Morse Street. When compared to the proposed project, Alternative 3 would reduce significant traffic impacts under the Future Conditions + Alternative 3 scenario, as this alternative would result in significant impacts at 5 intersections, compared to 10 intersections with the proposed project. In addition, Alternative 3 would result in significant and unavoidable impacts at three intersections compared to significant and unavoidable impacts at four intersections under the proposed project.

Furthermore, while Alternative 3 would only degrade five intersections to a deficient LOS in the Future Conditions + Alternative 3 scenario, this degradation is a result of the traffic-calming measures which are necessarily included in the project given the project's objectives. Specifically, Goals 1 and 2 of the project are aimed at converting Coast Highway into a "Complete Street" with traffic-calming measures to reduce traffic speeds, improve traffic flow, and reduce traffic intrusion into adjacent neighborhoods. The City has determined that the installation of raised medians and roundabouts are the best traffic-calming measures for Coast Highway to achieve these goals, even though they also result in degraded LOS at five of the study intersections under the Future Conditions + Alternative 3 scenario. For these reasons, alternatives that did not include the Complete Streets improvements were not considered and thus there is no possibility to further reduce the significant impacts to the five intersections identified under Alternative 3.

When compared to the proposed project, Alternative 3 would avoid impacts at five study intersections prior to mitigation. This redesign of the project occurred in order to address the significant impacts that were discovered when the traffic analysis of the proposed project was conducted. Specifically, IBI and the City analyzed which intersections could remain signalized in Alternative 3 while still implementing the Complete Streets improvements and traffic-calming aspects of the project. Based on that analysis, Alternative 3 was redesigned to avoid significant impacts along Coast Highway at the intersections of Surfrider Way, Oceanside Boulevard, Morse Street, Cassidy Street, and Vista Way by leaving these intersections signalized instead of installing a roundabout. Thus, Alternative 3 results in a refined design that is significantly improved from a traffic and circulation standpoint when compared to the proposed project.

In addition, by limiting the southern boundary of the Incentive District under Alternative 3 results in a negligible difference in environmental impacts compared to the proposed project, this alternative appeases the residents in south Oceanside, who expressed their preference to be excluded from the proposed project. While the difference in environmental impacts is minimal, this alternative could be more attractive than the project to the City's decision-makers based on the public input received during the CEQA environmental documentation process.

Finally, Alternative 3 is not significantly different than the project from an environmental perspective when considering other environmental resources areas. Most other environmental impacts of the proposed project would either be less than significant without mitigation or adequately addressed through fairly simple mitigation measures. The exception to this is the significant unavoidable impacts related to noise, where Alternative 3 would result in an additional roadway segment experiencing a significant and unavoidable impact related to a permanent increase in noise level than the proposed project. However, a significant unavoidable noise impact related to a permanent increase in noise level would occur regardless of implementation of the project or Alternative 3. Unlike the significant traffic impacts associated with the proposed project, Alternative 3 could not be redesigned to reduce the significant and unavoidable impacts related to a temporary increase in ambient noise levels, a permanent increase in noise levels along the roadway segment of Michigan Avenue, and the cumulative noise impact along Wisconsin Avenue between Freeman Street and Ditmar Street, and Washington Avenue west of Coast Highway. These significant and unavoidable impacts remain with implementation of Alternative 3 due to the reconfiguration of Coast Highway at these three intersections similar to the proposed project and the configuration of existing land uses in this area, which make standard noise reduction measures, such as sound walls, infeasible in these locations. Therefore, while Alternative 3 would result in significant and unavoidable impacts related to noise, overall Alternative 3 would reduce significant impacts to all environmental topics compared to the proposed project.

Thus, because Alternative 3 meets the project objectives and would reduce overall significant environmental impacts identified by the project, Alternative 3 is considered the environmentally superior project alternative.

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CHAPTER 6
Other CEQA Considerations

This chapter presents the evaluation of other types of environmental impacts required by the California Environmental Quality Act (CEQA) that are not covered within the other chapters of this Environmental Impact Report (EIR). The other CEQA considerations include growth-inducing impacts, significant irreversible environmental changes that would be caused by the proposed project, significant and unavoidable adverse impacts, and environmental effects that were found not to be significant.

6.1 Growth-Inducing Impacts

Pursuant to Section 15126.2(e) of the CEQA Guidelines, an EIR must address whether a project will directly or indirectly foster growth. Section 15126.2(e) reads as follows:

> *[An EIR shall] discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in population may further tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway. As discussed in Section 3.11, Population and Housing, while the Complete Streets improvements would change the existing circulation system within the project area, these changes would not result in direct or indirect population growth. The improvements would not increase the capacity of the roadways nor would the improvements facilitate additional traffic. No new roadways or transportation facilities are proposed that would support additional population growth beyond currently anticipated population growth within the city. Therefore, the Complete Streets improvements component of the proposed project would not induce substantial population growth, either directly or indirectly.

Adoption of the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning within the Incentive District boundaries. The Incentive District would allow for different types of

residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth in the area directly affected by the Incentive District (i.e., the Incentive District zone boundaries). However, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations. The potential environmental impacts that could result from future growth, both within the Incentive District boundaries and in the surrounding areas of the city, have been considered in the environmental topical analyses in this EIR (e.g., traffic, air quality, biological resources).

6.2 Significant Irreversible Environmental Changes

CEQA Guidelines Section 15126.2(d) requires that an EIR analyze the extent to which a proposed project's primary and secondary effects would impact the environment and commit nonrenewable resources to uses that future generations would not be able to reverse. "Significant irreversible environmental changes" include the use of nonrenewable natural resources during the initial and continued phases of the project, should this use result in the unavailability of these resources in the future. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with a proposed project. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified.

Approval of the proposed project would cause irreversible environmental changes consisting of the following:

- Increased requirements of public services and utilities that represent a permanent commitment of these resources. There would be an adequate supply of water and wastewater resources to supply the proposed project and the ability to provide fire protection, police protection, emergency medical service, and solid waste services (see Section 3.12, Public Services, and 3.15, Utilities).
- Use of various nonrenewable natural resources for project construction and operations, such as diesel, gasoline, or oil for construction equipment and natural gas or other fossil fuels used to provide power and heating sources. The energy consumed in developing and maintaining the project area may be considered a permanent investment. Development under the Incentive District and implementation of the Complete Streets improvements would not use nonrenewable fossil fuels at a greater rate than other typical construction projects. The proposed project would not increase the overall rate of use of any nonrenewable natural resource or result in the substantial depletion of any nonrenewable resource.
- Use of various renewable natural resources, such as water, lumber, and soil, for construction and operations. The proposed project is a relatively minor consumer of these supplies when compared to other local and regional users. The proposed project would not increase the overall rate of use of any renewable natural resource or result in the substantial depletion of any renewable resource.

6.3 Significant Unavoidable Impacts

CEQA Guidelines Section 15126.2(a) 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 3 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 significant impacts to air quality, biological resources, cultural resources, greenhouse gas emissions, noise and vibration, and transportation and traffic. However, most of these impacts would be mitigated to below a level of significance with implementation of mitigation measures identified in this EIR.

The significant impacts that cannot be mitigated to a less-than-significant level, and therefore are considered significant unavoidable impacts are related to the following:

- Contribution to an existing or projected air quality violation associated with future construction and operational activities that are related to the land uses permitted by the Incentive District and cumulative projects.
- Contribution to a cumulatively considerable net increase of a criteria pollutant for which the project region is in nonattainment associated with construction and operation of the Incentive District and cumulative projects.
- Contribution to a net increase in greenhouse gas (GHG) emissions in the aggregate associated with the Incentive District and cumulative projects.
- Operational noise impacts along Wisconsin Avenue between Freeman Street and Ditmar Street associated with the Complete Streets improvements, the Incentive District, and cumulative projects.
- Temporary substantial increase in ambient noise levels associated with the Complete Streets improvements, the Incentive District, and cumulative project construction.
- Contribution to unacceptable levels of service (LOS) at the intersections of Coast Highway and Wisconsin Avenue and Vista Way and Stewart Street associated with the proposed project in the Future with Project scenario.

These unavoidable adverse impacts would require a Statement of Overriding Considerations if the project were to be approved by the City.

6.4 Environmental Effects Found Not to Be Significant

Chapter 3 of this EIR analyzes the environmental issues areas that have the potential to result in significant impacts. CEQA Guidelines Section 15128 requires that an EIR contain a brief discussion stating the reasons why certain environmental effects of the proposed project were determined to have no impact and are thus not discussed in detail in the EIR. These environmental issue areas that were found to have no impacts are addressed below.

6.4.1 Agriculture and Forest Resources

Issue 1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

According to the City of Oceanside General Plan, the project area is not designated as an agricultural land use (City of Oceanside 2002). In addition, according to the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site does not include Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2016). Therefore, the proposed project would not convert important agricultural land to non-agricultural use.

Issue 2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

According to the City of Oceanside's 1986 Zoning Ordinance, the project area is zoned as General Commercial (C-2), Visitor Commercial (VC), Neighborhood Commercial (C1), Light Industrial (M1), Medium Density Residential (R-3), and Office Professional (OP); these zoning categories do not include agricultural uses. In addition, according to the California Department of Conservation, the proposed project is not located on land with a Williamson Act contract (California Department of Conservation 2013). Therefore, implementation of the proposed project would not conflict with existing zoning or a Williamson Act contract.

Issue 3: Would the project result in the loss of forest land or conversion of forest land to non-forest use?

According to the City of Oceanside General Plan, the project area is not designated as forest land (City of Oceanside 2002). Therefore, the proposed project would not convert or result in the loss of forest land to non-forest use.

Issue 4: 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?

According to the City of Oceanside General Plan, the project area does not contain any Forest Land, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (City of Oceanside 2002). Therefore, the proposed project would not convert or impact any of these resource types.

6.4.2 Mineral Resources

Issue 1: 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?

According to the City of Oceanside General Plan, the project area is not located within a Mineral Resource Area (City of Oceanside 2002). In addition, the project area is already developed and, according to the United States Geological Survey (USGS), the project area is not identified as having a history of mineral extraction uses (USGS 2016). Therefore, the project area is not considered to contain mineral resources of significant economic value. The proposed project

would not result in the loss of available, known mineral resources or the loss of an available, locally important mineral resource recovery site.

Issue 2: 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?

According to the City of Oceanside General Plan, the project area is not located within a Mineral Resource Area (City of Oceanside 2002). In addition, the project area is already developed and, according to the USGS, the project area is not identified as having a history of mineral extraction uses (USGS 2016). Therefore, the project area is not considered to contain mineral resources of significant economic value. The proposed project 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.

6.5 Energy

Public Resources Code (PRC) Section 21100(b)(3) states that an EIR shall include "mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." Similarly, CEQA Guidelines Section 15126.4(a)(1)(C) states that "Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant."

Appendix F of the CEQA Guidelines states that a project EIR should consider to the extent relevant and applicable the potentially significant energy implications of a project, including "Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project" (CEQA Guidelines, Appendix F (II)(A)(1)). Further, Appendix F of the CEQA Guidelines notes an EIR should consider whether the project involves "Unavoidable Adverse Effect" such as "wasteful, inefficient and unnecessary consumption of energy during the project construction, operation maintenance and/or removal that cannot be feasibly mitigated" (Guidelines, Appendix F (II)(F)).

In accordance with the intent of Appendix F of the CEQA Guidelines, this Draft EIR includes relevant information and analyses that address the energy implications of the project. This section represents a summary of the project's anticipated energy needs, impacts, and conservation measures. Information found herein, as well as other aspects of the project's energy implications, is discussed elsewhere in this Draft EIR, including in Sections 3.2, Air Quality, 3.6, Greenhouse Gas Emissions, and 3.15, Utilities and Service Systems.

The project would receive its electricity from San Diego Gas and Electric (SDG&E). The California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are required to assess population growth, electricity demand, and reliability. As discussed on the CEC's website, the CEC is tasked with conducting assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand and prices (CEC 2015). The CEC uses these assessments and forecasts to develop energy policies, that

conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety (PRC Section 25301(a)).

Power plants that provide electricity for SDG&E are required to go through individual environmental review processes, which may be through the CEC's certified regulatory program under CEQA or may go through the CPUC's CEQA processes (CEC 2017). As discussed by the CEC, from 1978 to 1998 before California's electricity generation industry was restructured, the CEC analyzed and approved 47 projects totaling 5,589 megawatts (MW). More recently, in the early 1990s the CEC certified 14 power plants. Of the 14 plants, 10 were approved and 8 were constructed, totaling 995 MW. From 1998 through early 2017, electric generation projects, totaling 34,818 MW, have been reviewed and licensed by the CEC and 66 of these licensed facilities have been built and are on-line, producing 22,965 MW (CEC 2017). The CEC is continuously tracking potential projects 50 MW and larger. Similarly, the CPUC conducts and manages environmental review of infrastructure projects, including electric, gas, water, and telecommunications.

For the reasons set forth below, this EIR concludes that the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy, would not cause the need for additional natural gas or energy-producing facilities, and therefore would not create a significant impact on energy resources.

6.5.1 Energy Requirements of the Project

Complete Streets Improvements

The Complete Streets improvements would involve the conversion of the Coast Highway corridor from four lanes to two lanes, and phased construction of 12 new roundabout intersections, all of which are currently signalized, with the exception of the intersections with Washington Avenue, West Street, and Kelly Street, which currently are stop-sign controlled (IBI 2018). The Complete Streets improvements are analyzed at a project-level, in accordance with CEQA Guidelines Section 15161.

As discussed in Section 3.2, Air Quality, construction activities associated with the project would include the following: demolition, site preparation, grading, utility trenching, street construction, and paving. During these phases, heavy-duty construction equipment would be used to perform the required work. In addition, construction workers would be required to travel to and from the project area, and material delivery and haul trucks would be required to transport supplies to, and debris from, the project area.

Energy consumption for the Complete Streets improvements would result primarily from transportation fuels (e.g., diesel and gasoline) used for heavy-duty construction equipment, haul trucks, and construction workers traveling to and from the project area. This analysis provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources.

Heavy-duty construction equipment associated with demolition, site preparation, grading, utility trenching, street construction, and paving would include equipment such as excavators, graders, tractors/loaders/backhoes, rollers, and pavers. The majority of the equipment would likely be diesel-fueled, although smaller equipment, such as signal boards, may be electric-powered. However, this assessment assumes the equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used and the difficulties in calculating the energy that would be consumed by this non-diesel equipment. The use of diesel fuel for all equipment also represents the most conservative scenario for maximum potential energy use during construction. Based on the number and type of construction equipment that would be used during construction activities, and based on the estimated duration of construction activities, the Complete Streets improvements would use approximately 164,570 gallons of diesel fuel for heavy-duty construction equipment.

Based on the proposed development program and engineering estimates that form the basis of the construction-related impact analyses, it is estimated that a maximum of approximately 2,874 one-way truck trips would be required to haul the material to off-site reuse and disposal facilities. It is conservatively estimated that a maximum of approximately 204 one-way vendor truck trips would be required to deliver materials and supplies to the project area. Based on the California Air Resources Board (CARB) on-road vehicle emissions model, EMFAC2014, heavy-duty haul trucks operating in the San Diego Air Basin would have an estimated fuel economy of approximately 5.8 miles per gallon (based on fleet average haul trucks in use during calendar year 2017). Medium- and heavy-duty vendor trucks operating in the San Diego Air Basin would have an estimated fuel economy of approximately 6.5 miles per gallon (based on fleet average medium- and heavy-duty trucks in use during calendar year 2017). Based on the information described above, construction of the Complete Streets improvements would use a total of approximately 17,940 gallons of diesel fuel for haul truck and vendor delivery trips.

The number of construction workers that would be required would vary based on the phase of construction and activity taking place. The transportation fuel required by construction workers to travel to and from the project area would depend on the total number of worker trips estimated for the duration of construction activity. According to the EMFAC2014 model, passenger vehicles operating in the San Diego Air Basin would have an average fuel economy of approximately 23.9 miles per gallon (based on fleet average passenger vehicles in use during calendar year 2017). Assuming construction worker automobiles have an average fuel economy consistent with the EMFAC2014 model and given the total vehicle miles traveled for construction workers, based on engineering estimates provided in the California Emissions Estimator Model (CalEEMod) used for the air quality and greenhouse gas emissions assessment, workers would travel a total of 272,160 miles and would use approximately 11,390 gallons of fuel (primarily gasoline) for construction worker trips.

Based on fuel consumption data from the United States Energy Information Administration (USEIA), in 2015 California consumed a total of 342,523 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.4 billion gallons by the transportation sector (USEIA 2016a). For diesel, California consumed a total of 80,487 thousand

barrels for transportation, which is equivalent to a total annual consumption of 3.4 billion gallons by the transportation sector (USEIA 2016b).

Based on the conservatively estimated fuel usage amounts presented above, construction of the project would use approximately 182,500 gallons of diesel and 11,390 gallons of gasoline, assuming worker automobiles are primarily gasoline fueled and heavy-duty construction equipment and trucks are primarily diesel-fueled. To put these numbers into perspective, the estimated annual average construction fuel usage would represent a very small fraction of the State's annual fuel usage (about 0.005 percent of the statewide annual diesel consumption and 0.0001 percent of the statewide annual gasoline consumption). A comparison of the project's estimated fuel usage and the state's annual fuel usage is provided in **Table 6-1**, with the calculations supporting this table provided in Appendix H of this EIR.

Construction of the project is not expected to require substantial electricity usage. Electricity use during construction would vary depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. If electric-powered construction equipment or vehicles are used, they would replace the diesel- and gasoline-fueled equipment assumed in this assessment. Therefore, it is expected that construction electricity use would generally be considered as temporary and negligible and accounted for in the fuel estimates discussed above.

TABLE 6-1
ESTIMATED COMPLETE STREETS IMPROVEMENTS CONSTRUCTION FUEL USAGE

	Gallons of Fuel per Year	
Source	**Diesel**	**Gasoline**
Project Construction		
Complete Streets Improvements	182,500	11,390
State of California (Transportation Sector)	3,300,000,000	14,400,000,000
Percent of State (Transportation Sector)	0.005%	0.0001%
Estimated Project Energy Savings from Construction Measures (anti-idling regulation)	8,300	N/A

SOURCE: ESA 2017. See Appendix H for calculations.

Operation of the Complete Streets improvements is not expected to result directly in an increase in energy usage. According to the Traffic Impact Analysis (TIA) prepared for the project (IBI 2018), the Complete Streets improvements are not expected to result in any net increases in vehicle trips when compared to existing baseline conditions. Therefore, operation of the Complete Streets improvements would result in no impacts with respect to energy.

Incentive District

As discussed in Chapter 2, Project Description, the Incentive District is an amendment to the Zoning Ordinance. The Incentive District would facilitate the Coast Highway Vision and Strategic Plan by encouraging redevelopment and revitalization of the Coast Highway corridor.

Land use development that could occur with adoption of the Incentive District would be anticipated to occur over the long-term through year 2035. Implementation of the Incentive District would require amendments to the City's existing General Plan and Zoning Ordinance. The Incentive District is analyzed programmatically in the EIR in accordance with Section 15168 of the CEQA Guidelines.

Construction of Projects Implemented under the Incentive District

Future project-specific construction activities that would occur as a result of the Incentive District may include building demolition, grading and excavation, building construction, interior and exterior architectural coatings, and asphalt paving. In order to quantify specific construction-related energy consumption amounts for the Incentive District, which would result primarily from consumption of transportation fuels (e.g., diesel and gasoline) used for heavy-duty construction equipment, haul and vendor trucks, and construction workers traveling to and from the future project areas, more information would be needed about the size, duration, and construction requirements of specific development projects. However, what is known at this time is that the construction of potential future projects under the Incentive District would allow for up to 63 dwelling units per acre and retail and commercial uses would also be allowed within the Incentive District. In addition, land use development would be anticipated to occur over the long-term through year 2035. Therefore, construction activities and associated fuel demand would not be expected to be concentrated or limited to a specific short-term time period.

Future construction activities would be required to comply with applicable state regulations that would minimize unnecessary fuel consumption, including CARB's on-road and off-road vehicle rules on idling limits (Title 13 California Code of Regulations [CCR], Section 2485), CARB's Truck and Bus regulation requiring a phased-in replacement or retrofit of engines to meet model year 2010 engine standards (13 CCR, Section 2025, subsection (h)), and CARB's Off-Road Equipment regulation that applies to off-road diesel construction equipment of greater than 25 horsepower and requires a phased-in replacement or retrofit of engines to meet specified emissions standards (13 CCR, Section 2449). While CARB adopted these regulations primarily to reduce air pollutant emissions, compliance with these regulations would also minimize unnecessary fuel consumption because unnecessary idling would be minimized and construction equipment used during future project-level construction activities would use technically feasible and commercially available engines that are newer and combust less fuel per mile driven or hour used. Additional details regarding fuel savings associated with compliance with these regulations is discussed below under subheading Construction Energy Conservation.

Operation of Projects Developed under the Incentive District

Future project-specific operational activities that would occur as a result of the Incentive District would require energy in the form of electricity and natural gas for building heating, cooling, cooking, lighting, water demand and wastewater treatment, consumer electronics, and other energy needs, as well as transportation-fuels, primarily gasoline, for vehicles traveling to and from the area. Information regarding specific land uses associated with future development projects and net trip generation rates would be needed in order to specifically quantify the operational-related energy consumption amounts for the Incentive District. Because this

additional level of detail is not available at this time and would it be speculative to estimate, a detailed analysis is not possible; therefore, energy impacts are analyzed programmatically.

Future development that could result through adoption of the Incentive District could result in an increase in overall area density, which may result in operational energy demand as a result of day-to-day activities. As discussed previously, future projects under the Incentive District would allow for up to 63 dwelling units per acre and retail and commercial uses would also be allowed within the Incentive District. In addition, land use development would be anticipated to occur over the long-term through year 2035. Therefore, potential growth in operational activities and associated energy demand would not be expected to be concentrated or limited to a specific short-term period.

Future new buildings that would be built under the Incentive District would meet or exceed the increasingly more energy-efficient standards in the Title 24 Building Standards Code. The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. The standards require increased energy efficiency and reduced consumption of electricity, natural gas, and other applicable fuels from residential and nonresidential buildings that are subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy-efficient technologies and methods. The standards were last updated in 2016 with an effective date of January 1, 2017, and apply to all new or substantially renovated buildings. According to the CEC, the Title 24 (2016) standards result in approximately 28 percent less Title 24 regulated energy demand for residential and 5 percent less Title 24 regulated energy demand for nonresidential lighting, heating, cooling, ventilation, and water heating compared to the previous Title 24 (2013) standards. It is expected that future updates to the Title 24 standards would result in increased energy efficiency. The next iteration of the Title 24 standards are anticipated in 2019; however, estimates regarding buildings' energy reductions from these future standards are not yet known or available. Additional details regarding building energy savings associated with compliance with these regulations are discussed below under subheading Operational Energy Conservation.

SDG&E would provide service to the project site to meet project electrical needs. SDG&E provides electricity to approximately 1.4 million business and residential accounts throughout its 4,100-square-mile service area, which includes 25 communities across two counties (SDG&E 2016a). SDG&E produces and purchases its energy from a mix of conventional and renewable generating sources. Based on 2014 data, SDG&E procured approximately 32 percent of electricity from renewable sources (CPUC 2017). The remaining 68 percent was from conventional sources, primarily natural gas. As of 2014, SDG&E has the capacity to generate approximately 3,117 megawatts (MW) of power from local sources (SDG&E 2014). In 2015, SDG&E had total electric distribution and transmission of approximately 19,916 million kilowatt-hours (kWh), which was less than the prior year 2014 total electric distribution and transmission of approximately 20,115 million kWh (Sempra 2016). SDG&E has the capacity to accommodate electric demand from future growth that may result from future development that could result through adoption of the Incentive District.

Natural gas services to the project area would be provided by Southern California Gas Company (SoCalGas). SoCalGas manages the purchasing and transmission of natural gas for SDG&E customers (SDG&E, 2013). The capacity available to SDG&E (e.g., southern zone of SoCalGas) is approximately 607 million cubic feet (MMcf) per day and the estimated supply taken in 2015 was approximately 327 MMcf per day (SDG&E 2016b). The projected supply taken in future years is anticipated to peak at 338 MMcf per day and decline through 2035 (SDG&E 2016b). This is primarily due to California transitioning to increased renewable energy production and decreased electricity derived from natural gas. Therefore, SDG&E has additional natural gas capacity to accommodate future growth that may result from future development that could result through adoption of the Incentive District.

The TIA for the project shows that daily per capita vehicles miles traveled (VMT) under future year 2035 with project conditions would be approximately 6.33 VMT per capita, compared to the 2008 model base year of 6.56 VMT per capita (IBI 2018). Future year 2035 conditions without the project would be approximately 7.02 VMT per capita (IBI 2018). Thus, VMT per capita would be reduced with the project compared to the 2008 model base year and future no project conditions by approximately 4 percent and 10 percent, respectively. Therefore, future development that could occur through adoption of the Incentive District would result in increased transportation efficiency on a per capita basis relative to the 2008 model base year and future year 2035 "no project conditions," and would reduce per capita mobile source energy demand. This reduction in per capita VMT is supportive of per capita VMT reduction efforts in the SANDAG 2050 RTP and SCS.

In addition to per capita VMT reductions, vehicles would be expected to achieve greater fuel economy over the long-term as fuel economy standards adopted by the U.S. Environmental Protection Agency (USEPA) and State of California (i.e., standards through vehicle model year 2025) are implemented and as older vehicles are replaced with newer models. Under current USEPA standards, by vehicle model year 2025, passenger cars and light-duty trucks are required to achieve 54.5 miles per gallon (if the requisite emissions reductions are achieved exclusively through fuel economy improvements).

Nonetheless, future development that could occur as a result of adoption of the Incentive District could result in an increase in the total amount of VMT due to increased overall density, which may result in an overall net increase in transportation fuel demand, despite the improved transportation efficiency and per capita VMT reductions.

6.5.2 Construction Energy Conservation

Construction of the Complete Streets improvements and future project-specific construction that would occur as a result of the Incentive District would use construction contractors that demonstrate compliance with applicable CARB regulations, including anti-idling requirements and regulations that governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. While intended to reduce air pollutant emissions, compliance with the above anti-idling and emissions regulations would also result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy.

According to the CARB staff report that was prepared at the time the anti-idling regulation was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and nitrogen oxide (NO_X) emissions by 64 and 78 percent respectively in analysis year 2009 (CARB 2004). These reductions in emissions are directly attributable to overall reduced idling times and reduced idling fuel combustion as a result of compliance with the regulation.

Construction fuel savings would also be expected from the CARB regulations that require retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment engines with cleaner models. A field-testing program by an engine manufacturer that included a wide range of equipment types has shown that an off-road engine certified to the most stringent Tier 4 standard results in up to 10 percent lower fuel consumption than an equivalent Tier 3 off-road engine based on the overall results of the program (Cummins 2014). Another manufacturer has shown an 18 percent increase in fuel efficiency with a Tier 4 lift truck (i.e., forklift) as compared to the previous generation (MCF 2015).

With respect to the project-level analysis for the Complete Street improvements, as shown in in Table 6-1, compliance with the anti-idling regulation would be expected to generate fuel savings of approximately 8,300 gallons. While some level of construction fuel savings would be expected from the CARB regulations that require retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment engines with cleaner models, estimates are not included in the energy savings calculations for the Complete Street improvements since the underlying regulations are currently being phased in and the requirements generally apply to construction contractors' total fleet of equipment and not to specific equipment that would be used for a particular project.

With respect to the programmatic-level analysis for the Incentive District, compliance with the anti-idling regulation would be expected to generate fuel savings of approximately 64 percent or more of truck-idling fuel consumption that would occur in the absence of the regulation. Furthermore, construction fuel savings would be expected from the CARB regulations that require retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment engines with cleaner models. As discussed in Section 3.2, Air Quality, the requirements are current being phased-in and full compliance is required by 2023 for large and medium construction equipment fleet owners or operators and 2028 for small construction equipment fleet owners or operators. Adoption of the Incentive District would be anticipated to result in land use development over the long-term through year 2035. Therefore, it is reasonable to conclude that construction equipment that would be used, particularly after year 2023, would result in a 10 percent fuel savings or more based on full implementation of the regulations.

Based on the available data, construction would use energy for necessary on-site activities and to transport materials, soil, and debris to and from the project areas. It is reasonable to conclude that idling restrictions and compliance with regulations that require engines to meet more stringent standards would result in less fuel combustion and energy consumption and minimize the project's construction-related energy use. Therefore, construction of the project would not result in the wasteful and unnecessary consumption of energy. Furthermore, construction of the project

would use equipment that would be consistent with the energy standards applicable to construction equipment, including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Finally, because project construction would entail energy demands largely associated with equipment and transportation fuels, construction of the project would not increase demands on the electric power network during peak and base period demand periods. As a result, construction energy impacts would be considered less than significant.

6.5.3 Operational Energy Conservation

Energy Efficiency

The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality" (CBSC 2010). The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any "green" building program that is not established and adopted by the California Building Standards Commission. The CALGreen Code establishes mandatory measures for new residential and nonresidential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality (CBSC 2010). The CALGreen Code was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017 (CBSC 2016). Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the standards have co-benefits of reducing energy consumption from residential and nonresidential buildings subject to the standard. The standards codified in Title 24 Part 6 and Part 11 are updated periodically to allow for the consideration and inclusion of new energy-efficiency technologies and methods. Examples of energy measures in the Title 24 (2016) standards and the CALGreen Code (2016) include energy-efficiency metrics and performance standards for appliances, space-conditioning equipment (i.e., heating, ventilation, and air conditioning), water heating systems, windows and doors, insulation, lighting, and roofing materials; indoor and outdoor water use efficiency and conservation performance metrics; requirements to provide solar-ready buildings with a minimum solar zone area (solar zone is defined as a section of the roof designated and reserved for the future installation of a solar electric or solar thermal system); and requirements to include electric vehicle supply equipment (EVSE) for residential and nonresidential developments to promote transportation energy efficiency.

As discussed previously, according to the CEC, the Title 24 (2016) standards result in approximately 28 percent less Title 24 regulated energy demand for residential and 5 percent less Title 24 regulated energy demand for nonresidential lighting, heating, cooling, ventilation, and water heating compared to the previous Title 24 (2013) standards. Future development that could occur as a result of adoption of the Incentive District would be largely market-driven and would be expected to occur through year 2035. If the residential and commercial uses are built in future years, it is expected that compliance with future updates to the Title 24 standards would result in increased energy efficiency. The next iteration of the Title 24 standards is anticipated in 2019; however, estimates regarding buildings' energy reductions from these future standards are not yet known or available. The CPUC has designed the Zero Net Energy (ZNE) Action Plan to make new residential and commercial construction in California zero net energy by 2030 to assist the State in meeting its GHG reduction goals. The ZNE Action Plan's key milestones are achieved by improving and expanding Title 24 standards based on the future state of energy efficiency technologies and innovations, providing incentives, mandating carbon benchmarking and labeling, and developing performance data. However, it is not possible to accurately predict the increased level of energy efficiency associated with future updates to the Title 24 standards. Furthermore, Title 24 regulates only a portion of a building's energy usage primarily related to lighting, heating, cooling, ventilation, and water heating; therefore, is it not possible to speculate how future Title 24 standards would reduce the overall energy profile of a building. As a result, it is not possible to accurately predict the energy savings that could result from future development that could occur as a result of adoption of the Incentive District based on the future yet-to-be determined Title 24 standards. Nonetheless, future development would be built to achieve or exceed the energy-efficiency metrics in the applicable Title 24 standards and the CALGreen Code in affect at the time of building permit issuance. It is also reasonable to assert that future buildings built as a result of adoption of the Incentive District would likely replace older, less energy-efficient buildings and result in improved energy efficiency on a per-dwelling-unit or per-square-foot basis.

Based on the available data, operation of the future development that could occur as a result of adoption of the Incentive District would use energy for necessary building usage. The land uses would incorporate energy and water efficient designs consistent with energy efficiency standards in the applicable Title 24 standards and the CALGreen Code and would include EVSE to promote transportation energy efficiency. Because the project would implement energy-efficient building standards that were adopted specifically for the purpose of reducing energy consumption, development under the Incentive District would not result in the wasteful, inefficient, and unnecessary consumption of energy. In addition, the land uses would be constructed to be solar-ready and would not preclude opportunities for improving overall energy efficiency and future energy conservation. Furthermore, due to SDG&E's load planning process and available energy capacity, the energy demand from the land uses, including demand during peak times, would be expected to be accommodated within SDG&E's projected and planned for capacity. As a result, operational energy impacts would be considered less than significant.

Renewable-Energy Sources

As discussed in Section 3.2, Air Quality, under the State's Renewables Portfolio Standard (RPS), electric utility providers are required to supply 33 percent of electricity from renewable sources by 2020. Legislation adopted in 2015 further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. Based on 2014 data, SDG&E procured approximately 32 percent of electricity from renewable sources and has approximately 43 percent currently under contract for 2020 (CPUC 2017). Therefore, SDG&E is currently contracted to exceed the 2020 and 2024 RPS targets. As a result, future development that could occur as a result of adoption of the Incentive District would be expected to be served with renewable energy in excess of the State's renewable standards. In addition, as discussed above, future development would be required to provide solar-ready buildings with a minimum solar zone area reserved for the installation of a solar electric or solar thermal system and would be required to include EVSE for residential and nonresidential developments to promote transportation energy efficiency.

Based on the available data, operation of the future development that could occur as a result of adoption of the Incentive District would not preclude opportunities for improving overall energy efficiency and future energy conservation through renewable energy. As a result, operational energy impacts would be considered less than significant.

Transportation Fuel Efficiency

With respect to operational transportation-related fuel usage, adoption of the Incentive District would support statewide efforts to improve transportation energy efficiency and reduce wasteful or inefficient transportation energy consumption with respect to private automobiles. The Incentive District would facilitate the Coast Highway Vision and Strategic Plan by encouraging redevelopment and revitalization of the Coast Highway corridor.

As discussed previously, the TIA for the project shows that daily per capita VMT under future year 2035 with project conditions would be reduced compared to the 2008 model base year and future no project conditions by approximately 3 percent and 11 percent, respectively. Therefore, the project would result in increased transportation efficiency on a per capita basis relative to the 2008 model base year and future year 2035 no project conditions, and would reduce per capita mobile source fuel consumption.

Future development would also encourage electric vehicles through the incorporation of EVSE. Plug-in electric vehicles would generally obtain battery power from utilities, which, as discussed above, are required to provide an increasing share of electricity from renewable sources (i.e., 33 percent by 2020 and 50 percent by 2030) under the State's RPS. Therefore, while plug-in electric vehicles would replace traditional transportation fuels (i.e., gasoline) with utility-provided electricity, the electricity would be provided by an increasing share of renewable sources resulting in an overall reduction in energy resource consumption. Vehicles would also be expected to achieve greater fuel economy over the long-term as fuel economy standards adopted by the USEPA and State of California (i.e., standards through vehicle model year 2025) are implemented and as older vehicles are replaced with newer models.

Based on the available data, operation of the future development that could occur as a result of adoption of the Incentive District would use transportation fuels necessary for residents and area visitors to travel to and from the area. Because the Incentive District would reduce per capita VMT and promote transportation energy efficiency, it would not result in the wasteful, inefficient, and unnecessary consumption of energy. As a result, operational transportation energy impacts would be considered less than significant.

CHAPTER 7
Acronyms, References, and List of Preparers

7.1 Acronyms Used in This Report

AB	Assembly Bill
AB 52	Assembly Bill 52
AB 939	California Integrated Waste Management Act of 1989
AB 1327	California Solid Waste Reuse and Recycling Act of 1991
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
afy	acre-feet per year
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQIA	Air Quality Impact Assessments
ATCM	Airborne Toxic Control Measure
BACT	Best Available Control Technology
bgs	below ground surface
BMPs	best management practices
BTR	Biological Technical Report
Business Plan Act	California Hazardous Materials Release Response Plans and Inventory Law of 1985
CAA	Clean Air Act
CAAA	California Air Act Amendments of 1990
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association

CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH4	Methane
City	City of Oceanside
City Subarea Plan	City of Oceanside Subarea Plan
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO2e	Carbon dioxide equivalents
CO2e	CO2 equivalents
CPUC	California Public Utilities Commission
CRA	Cultural Resources Assessment
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CUWMPA	California Urban Water Management Planning Act
CVC	California Vehicle Code
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
dBA CNEL	average daily noise levels
diesel PM	diesel-fueled engines
DTSC	Department of Toxic Substances Control
E-CAP	Climate Action Element
EIR	Environmental Impact Report
EMS	Emergency Medical Service

EOP	Emergency Operations Plan
EPCRA	Emergency Planning and Community Right-to-Know Act
EVSE	electric vehicle supply equipment
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZs	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
Fire Department	Oceanside Fire Department
FIRMs	flood insurance rate maps
FMMP	Farmland Mapping and Monitoring Program
FPAs	Focused Planning Areas
GHGs	Greenhouse gases
gpcd	gallons per capita per day
GVWR	gross vehicle weight rating
HAPs	hazardous air pollutants
HCD	California Department of Housing and Community Development
HCM	Highway Capacity Manual
HFCs	hydrofluorocarbons
HOV	High-Occupancy Vehicle
hp	Horsepower
HRA	Health risk assessments
HSC	Health and Safety Code
HWCA	Hazardous Waste Control Act
I-15	Interstate 15
I-5	Interstate 5
IBC	International Building Code
Incentive District	Coast Highway Incentive District
IMPs	Integrated Management Practices
IPCC	Intergovernmental Panel on Climate Change
ISO	Insurance Service Office
kWh	kilowatt-hours
La Jolla	La Jolla Band of Luiseño Indians
LCP Amendment	Local Coastal Program Amendment

LCPs	local coastal programs
L_{eq}	average noise level
LID	low-impact development
LOS	Level of Service
LRA	Local Responsibility Area
LUST	leaking underground storage tanks
MAP-21	Moving Ahead for Progress in the 21st Century Act
Master Plan	Water Conservation Master Plan
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
mgd	million gallons per day
MHCP	Multiple Habitat Conservation Plan
MLD	Most Likely Descendant
MMcf	million cubic feet
MMRP	Mitigation Monitoring and Reporting Plan
MMT	million metric tons
MND	Mitigated Negative Declaration
MPOs	Metropolitan planning organizations
MS4	Municipal Separate Storm Sewer System
MT	metric tons
MW	megawatts
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCHRP	National Cooperative Highway Research Program
NCTD	North County Transit District
ND	Negative Declaration
NEHRP	National Earthquake Hazards Reduction Program
NH_3	ammonia
NHD	National Hydrography Dataset
NIST	National Institute of Standards and Technology
NO	nitric oxide
NO_2	nitrogen dioxide
NOD	Notice of Determination

NOI	Notice of Intent
NOP	Notice of Preparation
NOX	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSF	National Science Foundation
O_3	ozone
OES	Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OUSD	Oceanside Unified School District
Pala	Pala Band of Mission Indians
Pauma	Pauma Yuima Band of Mission Indians
Pb	lead
PCBs	polychlorinated biphenyls
Pechanga	Pechanga Band of Luiseño Indians
PFCs	perfluorocarbons
PM	particulate matter
Police Department	Oceanside Police Department
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PRDs	permit registration documents
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
RCRA	Resources Conservation and Recovery Act
Rincon	Rincon Band of Luiseño Indians
ROGs	Reactive organic gases
ROW	right-of-way
RPA	Register of Archaeologists
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board

SANDAG	San Diego Association of Governments
SB	Senate Bill
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategies
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCWA	San Diego County Water Authority
Senate Bill X7-7	Water Conservation Act of 2009
SF_6	sulfur hexafluoride
SIP	state implementation plan
SLF	Sacred Lands File
SO_2	sulfur dioxide
SO_3	sulfur trioxide
SO_4	sulfates
Soboba	Soboba Band of Luiseño Indians
SOC	Statement of Overriding Considerations
SOPA	Society of Professional Archaeologists
SO_X	sulfur oxides
SPCC	Spill Prevention Control and Countermeasure
SR 76	State Route 76
SR 78	State Route 78
SRAs	State Responsibility Areas
STIP	Statewide Transportation Improvement Plan
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TMDL	total maximum daily load
TUA	Traditional Use Area
US DOT	US Department of Transportation
USACE	U.S. Army Corps of Engineers
USEIA	United States Energy Information Administration

USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geologic Service
UWMP	Urban Water Management Plan
Vision Plan	Coast Highway Vision and Strategic Plan
VMT	vehicle miles traveled
VOCs	Volatile organic compounds
WQIP	Water Quality Improvement Plan
WRCC	Western Regional Climate Center
WUD	Water Utilities Department
ZNE	Zero Net Energy

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EIR Appendices
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