

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF OCEANSIDE GENERAL PLAN UPDATE, SMART AND SUSTAINABLE CORRIDORS SPECIFIC PLAN, AND CLIMATE ACTION PLAN UPDATE

JUNE 4, 2024

ONWARD OCEANSIDE

Draft Program Environmental Impact Report for the City of Oceanside General Plan Update, Smart and Sustainable Corridors Specific Plan, and Climate Action Plan Update (Onward Oceanside)
Oceanside, California
SCH # 2021050529

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June 4, 2024

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List of Abbreviated Terms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ABAU	Adjusted Business-as-Usual
AC	asbestos cement
ADA	Americans with Disabilities Act
ADT	average daily transportation
ADU	accessory dwelling units
AFY	acre-feet per year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ATP	Active Transportation Program
BAAQMD	Bay Area Air Quality Management District
BAU	Business-as-Usual
BERD	Built-Environment Resources Directory
BMP	best management practice
BMZ	brush management zone
BUSD	Bonsall Unified School District
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEA	Clean Energy Alliance
CEA	Clean Energy Alliance
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERT	Community Emergency Response Team

CESA	California Endangered Species Act
CFC	California Fire Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	methane
CHVSP	Coast Highway Vision and Strategic Plan
CIP	capital improvement projects
City	City of Oceanside
CMCP	Comprehensive Multimodal Corridor Plan
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
Cortese	Hazardous Waste and Substances Sites
County EOP	2018 San Diego County Emergency Operations Plan
CPTED	crime prevention through environmental design
CPUC	California Public Utilities Commission
CREATE	Chicago Rail Efficiency and Transportation Efficiency
CRHR	California Register of Historic Resources
CUSD	Carlsbad Unified School District
CWA	Clean Water Act
CWP	California Water Plan
CZO	Coastal Zoning Ordinance
dB	decibel
dB(A)	A-weighted decibels
DEHQ	Department of Environmental Health and Quality
DIF	development impact fee
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	Diesel-exhaust particulate matter
DPR	Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
du/ac	dwelling unit per acre
EBS	Emergency Broadcast System
ECAE	Energy and Climate Action Element
ECAP	Energy and Climate Action Element
ECLU	Efficient and Compatible Land Use
EDE	Economic Development Element
EIR	Environmental Impact Report
EMS	emergency medical services
EO	Executive Order
EOP	Emergency Operations Plan
FAR	fire-affected rock

FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPA	Focused Planning Area
FTA	Federal Transit Administration
GCP	General Construction Permit
GHG	greenhouse gas
GIS	geographical information system
GO	Grading Ordinance
GPU	General Plan Update
GSA	groundwater sustainability agencies
GSP	Groundwater Sustainability Plan
GWP	global warming potential
H&SC	Health and Safety Code
HA	hydrologic area
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HAS	hydrologic subarea
HCD	California Department of Housing and Community Development
HEPA	high efficiency particulate air
HEU	Housing Element
HLC	Healthy and Livable Communities
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HPO	Historical Preservation Ordinance
HU	hydrologic unit
HVAC	heating, ventilation, and air conditioning
I-15	Interstate 15
I-5	Interstate 5
ICS	Incident Command System
IID	Imperial Irrigation District
IM	Integrated Mobility
In/sec	inch per second
IRP	Integrated Resource Planning
ITS	Incidental Take Statement
LCP	Local Coastal Program
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent noise level
LHMP	Local Hazard Mitigation Plan
LID	low impact development
LOMA	Letter of Map Amendment
LOS	Level of Service

LUAG	Land Use Adjacency Guidelines
MBGPF	Mission Basin Groundwater Purification Facility
MBTA	Migratory Bird Treaty Act
MCAS	Marine Air Corps Station
MERV	Minimum Efficiency Reporting Value
MGD	million gallons per day
MHCP	Multiple Habitat Conservation Program
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MMRP	Mitigation Monitoring and Reporting Program
MMT CO_2e	million metric tons of CO_2 equivalent
Mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	mineral resource zones
MS4	municipal separate storm sewer system
MSCP	Multiple Species Conservation Program
MT CO_2e	metric tons of CO_2 equivalent
MWD	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NCTD	North County Transit District
NFIP	National Flood Insurance Program
NIMS	National Incident Management System
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPA	Neighborhood Planning Areas
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O&M	Operation and Maintenance Plan
OFD	Oceanside Fire Department
OPD	Oceanside Police Department
OPR	Office of Planning and Research
OTC	Oceanside Transit Center
OUSD	Oceanside Unified School District
PAMA	Pre-Approved Mitigation Areas
Pb	lead
PDP	Priority Development Project
PEIR	Program Environmental Impact Report
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter

ppb	parts per billion
ppd	pounds per day
PRC	Public Resources Code
project	Onward Oceanside
RAQS	Regional Air Quality Strategy
RC	Remarkable Community
RCP	Regional Comprehensive Plan
Regional Plan	San Diego Forward: The Regional Plan
RES	Regional Energy Strategy
RHNA	Regional Housing Needs Assessment
RMP	Risk Management Plan
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SALC	Sustainable Agricultural Lands Conservation
SANDAG	San Diego Association of Governments
SanGIS	San Diego Geographic Information Source
SAP	Subarea Plan
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCIC	South Coastal Information Center
SCOA	Standard Conditions of Approval
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDG&E	San Diego Gas & Electric
SDRAA or Airport Authority	San Diego County Regional Airport Authority
SEMS	Standardized Emergency Management System
SFHA	Special Flood Hazard Area
SGC	Strategic Growth Council
SGMA	Sustainable Groundwater Management Act
SGOA	smart growth opportunity areas
SHMA	Seismic Hazard Mapping Act
SHMP	State Hazard Mitigation Plan
SIP	State Implementation Plan
SLCP	short-lived climate pollutants
SLRWRF	San Luis Rey Water Reclamation Facility
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SO_2	sulfur dioxide
SR	Safe and Resilient
SR-76	State Route 76
SR-78	State Route 78

SSCSP	Smart and Sustainable Corridors Specific Plan
SWFMA	Storm Water Facilities Maintenance Agreement
SWMP	Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
SWQA	Storm Water Quality Assessment
SWQMP	Stormwater Quality Mitigation Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TDS	total dissolved solids
TIA	Traffic Impact Assessment
TMDL	total maximum daily load
TOA	Traffic Operations Analysis
U.S. DOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tanks
UWMP	Urban Water Management Plan
UWMP	Urban Water Management Plan
VAP	Voluntary Assistance Program
VdB	vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
VSR	Vital and Sustainable Resources
VUSD	Vista Unified School District
WCPZ	Wildlife Corridor Planning Zone
WMA	Watershed Management Area
WQIP	Water Quality Improvement Plan
WRF	Water Reclamation Facility
WWTP	Wastewater Treatment Plant

Executive Summary

This Program Environmental Impact Report (PEIR; State Clearinghouse No. 2021050529) for the proposed City of Oceanside (City) General Plan Update (GPU), Smart and Sustainable Corridors Specific Plan (SSCSP), and Climate Action Plan (CAP) Update (collectively referred to throughout this PEIR as the "project") has been prepared by the City in compliance with the California Environmental Quality Act (CEQA) Statue and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.

As described in Section 15168 of the CEQA Guidelines, program-level environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. The project that is the subject of this PEIR consists of a comprehensive update to the City's General Plan and includes the SSCSP and CAP Update.

The purpose of this PEIR is intended to inform decision-makers and the public of the potential significant environmental impacts of the project. This PEIR also considers the availability of mitigation measures as required by Section 15100 of the CEQA Guidelines to minimize the project's significant impacts and evaluates reasonable alternatives to the project that may reduce or avoid one or more significant environmental effects.

S.1 Project Overview

The project consists of three separate but inter-related planning documents, including the following: (1) the GPU would recreate a policy framework and associated land use designations to update the existing General Plan and serve a revised blueprint for physical development throughout the City; (2) The SSCSP would facilitate infill and redevelopment along the City's major east-west commercial corridors: Mission Avenue, Oceanside Boulevard, and Vista Way; (3) an updated CAP would address greenhouse gas emissions associated with changes in density and intensity of land uses implemented through the GPU and SSCSP.

S.1.1 General Plan Update

The GPU would guide future development throughout the City. The GPU is a planning document which provides goals and policies to support the City's plan for new population growth, increased employment opportunities, housing needs, improved public services, and environmental protection. The GPU is organized into thematic elements: Remarkable Communities (RC); Efficient and Compatible Land Use (ECLU); Integrated Mobility (IM); Vital and Sustainable Resources (VSR); Safe and Resilient Environment (SRE); and Healthy and Livable Community (HLC). The GPU would support increased density and intensity of land uses throughout the City, guiding development focused on expanded residential capacity and employment opportunities. The GPU also provides direction for improving all modes of mobility, increased park and recreational opportunities, and preservation of agriculture and biological resources.

S.1.2 Smart and Sustainable Corridors Plan

The SSCSP is a regulatory document that outlines strategies, standards, and processes meant to foster the revitalization of the City's commercial corridors: Mission Avenue; Oceanside Boulevard; and Vista Way. Implementation of the SSCSP would support the revitalization of the corridors with new housing and employment opportunities, a variety of integrated mobility options, and urban parkland. A key goal of the SSCSP is to expand mobility options by improving pedestrian and bicycle connections both within the corridors and between the corridors and nearby residential areas, public parks, and institutional uses. The SSCSP also includes design guidelines allowing each corridor to maintain its distinct character. The SSCSP is comprised of eight chapters: Introduction; Setting and Context; Land Use; Urban Design; Mobility; Environmental Quality; Infrastructure and Utilities; and Implementation and Financing.

S.1.3 CAP Update

The project includes an update to the CAP to account for the increased housing and employment growth resulting from the GPU and SSCSP. GHG emission forecasts would be updated to account for the additional growth and CAP policies would be revised accordingly to ensure the City can meet GHG reduction goals.

S.2 PEIR Process

The Notice of Preparation (NOP) was circulated from May 24, 2021 to June 23, 2021, for a 30-day public review and comment period. A scoping meeting was held virtually via Zoom on Wednesday, June 9, 2021, from 6:00 p.m. to 7:00 p.m. The NOP circulated for analysis of the project, related letters received, and comments made during the scoping meeting are included as Appendix A of this PEIR. The Draft PEIR was circulated for public review for a 45-day comment period. The Draft PEIR and all related appendices have been made available for public review and inspection during the public review period at the City of Oceanside Development Services Department, located at 300 N. Coast Highway, Oceanside, CA 92054, and on the City's webpage at https://www.ci.oceanside.ca.us/.

S.3 Areas of Controversy

Section 15123(b)(3) of the CEQA Guidelines requires that an environmental impact report address issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. Regarding the project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this PEIR adequately describes the environmental impacts of the project.

2. Whether the benefits of the project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.

3. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the project and achieve most of the basic project objectives.

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Public comments received during the NOP public review period addressed conflicts between housing and mobility; application of CAP reductions; issues relating to flooding; maintenance of view corridors; housing conflicts with agricultural; wildfire and evacuation; maintenance of historic resources; preservation of wildlife; reduction of energy use; increased traffic; and preservation of tribal cultural resources.

S.4 Project Alternatives

To fully evaluate the environmental effects of the project, CEQA mandates that alternatives to the project be analyzed. Section 15126.6 of the State CEQA Guidelines requires the discussion of "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 the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

Project alternatives are evaluated in further detail in Chapter 6.0, Alternatives. The evaluations analyze the ability of each alternative to further reduce or avoid the significant environmental effects of the project. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. This PEIR evaluates three alternatives to the project. The 100-foot Buffer Removal to Boost Development Potential Alternative is considered but rejected primarily because it failed to conform with the draft Subarea Plan, which is part of the GPU policy framework. The other two alternatives which are wholly considered are the No Project Alternative and Reduced Density/Intensity Alternative.

S.4.1 No Project Alternative

The No Project Alternative would not, to the same extent as the project, plan for land uses that maximize the opportunity for housing near areas that would support a shift in mode share toward more active transportation aligning with the Regional Transportation Plan and anticipated growth. Although the No Project Alternative would allow for development consistent with the existing General Plan, this alternative would provide for increases in allowable residential and mixed-use development intensities within the City's urban corridors where the City would support transit-oriented jobs and increased housing capacity needed to support long-term regional growth. Overall, the No Project Alternative would achieve the project objectives, but to a lesser extent than the project.

S.4.2 Reduced Density/Intensity Alternative

The Reduced Density/Intensity Alternative is a land use alternative that would reduce the overall density allowances and thereby decrease intensity of land uses throughout the Areas of Change. Specifically, density would still meet the state Regional Housing Needs Allocation obligation of 5,443 dwelling units but would not exceed this amount of new hosing potential. Similarly, this

alternative would result in less intense commercial and mixed-use opportunities. Overall growth projections assumed under this alternative would be reduced compared to the project. The Reduced Density/Intensity Alternative would meet all the project objectives. However, it would be to a lesser degree compared to the project.

S.5 Summary of Environmental Impacts and Significance Conclusions

Table S-1 summarizes the conclusions of the environmental analysis of this PEIR. Impacts are identified as less than significant, less than significant after incorporation of mitigation, or significant and unavoidable. An analysis of each environmental issue resulting in the identified conclusions is detailed within Chapter 4.0. The project analysis accounts for implementation of proposed GPU and SSCSP goals and policies, which would be applicable to future projects.

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
4.1 Land Use and Planning			
Would the project physically divide an established community?	The City is urbanized and the project does not include any project features that would have the potential to physically divide an established community. Proposed goals and policies of the GPU and SSCSP call for improvements that reduce existing physical barriers and improve multi-modal connections throughout the City.	N/A	**Less than Significant**
Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	The GPU and SSCSP create a policy framework that would be compliant with existing plans. Adherence to these goals and policies would ensure that future development would not conflict with any applicable plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.	N/A	**Less than Significant**
4.2 Aesthetics			
Would the project have a substantial adverse effect on a scenic vista? Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Development throughout the City, especially within the Areas of Change, could adversely impact visual quality and character of the City's unique neighborhoods and overall aesthetic due to the increase in development potential and density. Future development would be required to comply with existing zoning and ordinance regulations aimed at preserving and protecting visual qualities. Additionally, all future development and redevelopment would implement GPU and SSCSP goals and policies focused on the maintenance and improvement of the visual character of the City, especially within the SSCSP Planning Area. Therefore, through regulatory and policy compliance, the project would not have a substantial adverse effect on a scenic vista, nor would the project substantially damage scenic resources. Impacts to visual quality and character would be less than significant.	N/A	**Less than Significant**
In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Development throughout the City, especially within the Areas of Change, could adversely impact visual quality and character of the City's unique neighborhoods and overall aesthetic due to the increase in development potential and density. Future development would be required to comply with existing zoning and ordinance regulations aimed at preserving and protecting visual qualities. Additionally, all future development and redevelopment would implement GPU and SSCSP goals and policies focused on the maintenance and improvement of the visual character of the City. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.	N/A	**Less than Significant**
Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	Development throughout the City, especially within the Areas of Change, could increase light and glare due to the increase in development intensity and residential density. Through compliance with applicable state building standards and City regulations aimed at protecting against the effects of light and glare on day and nighttime views, coupled with GPU and SSCSP policies would ensure that any new sources of light or glare from development or redevelopment projects would not adversely affect daytime or nighttime views in the area. Impacts would be less than significant.	N/A	**Less than Significant**
4.3 Agriculture and Forestry Resources			
Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	The City is dedicated to the conservation of agriculture within its Inland Agricultural District and has strategized means to support the economic integrity and longevity of agricultural land use within South Morro Hills. All future development within the Inland Agricultural District would be required to adhere to the proposed goals and policies included in the GPU VSR Element. Despite application of a policy framework intended to support retention of agricultural land uses within South Morro Hills, buildout of the City consistent with the GPU and SSCSP policy framework would result in the conversion of agricultural land uses located within non-agriculturally zones lands. Additionally, as future land use change occurs In South Morro Hills, upon adoption of a Community Plan and future zoning standards, development consistent with the GPU policy framework may result in impacts to agricultural land uses. While the policy framework would support conservation of agricultural lands, there would be some loss of productive agricultural land. Therefore, impacts relating to conversion of farmland would be considered a significant.	**AG-1: South Morro Hills Community Plan, Agricultural District Development Standards, and Standard Conditions of Approval** Prior to any development proceeding under the City's GPU VSR policy framework for development within the Inland Agricultural District, the City shall prepare a South Morro Hills Community Plan along with updated development standards applicable to Agricultural District lands that would support implementation of GPU VSR Policies 5-72 and 5-73. Standard Conditions of Approval would be developed along with this effort to support retention of agriculture as a primary land use in South Morro Hills. The South Morro Hills Community Plan and Agricultural District development standards shall include policies to ensure protection of the most valuable on-site agricultural resources. Policies and/or development standards shall address the location and siting criteria for residential use to ensure development occurs	**Significant and Unavoidable** The City has explored a number of additional feasible mitigation options to reduce impacts to agricultural lands resulting from build out of the GPU and SSCSP Planning Area. Future development of the South Morro Hills Community Plan policy framework and development standards for the Agricultural District detailed in Section 4.3.4.4 would reduce potential adverse impacts to agriculture associated with future buildout of the GPU and SSCSP to the extent feasible. Therefore, notwithstanding implementation of mitigation measure AG-1, impacts related to conversion of

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
		in areas least suitable for agricultural use and shall define criteria for locating clustered development to support conservation of the highest value agricultural and biological resources. Policies and/or development standards shall include recommendations for reducing conflicts between agricultural and non-agricultural land uses (e.g., interface conflicts). Some examples of design elements that may reduce potentially significant indirect impacts to agricultural resources include: • Locate trails away from accessible (e.g., not fenced) crop areas to reduce trespass/theft and disease introduction; • Design project access to direct future occupants away from active farms and not towards active farms; • Incorporate appropriate fencing or other barriers to minimize trespass; • Orient project features that would be considered high-use areas (balconies, backyards, parks, etc.) away from active farms; • Incorporate internal compatibility buffers to separate agricultural parcel(s) from non-agricultural land uses to ensure long term viability of the on-site agricultural parcel(s); • Locate parks away from agricultural uses so the agricultural uses would not be adversely affected; • Restrict uses incompatible with agriculture in areas adjacent to areas intended for agricultural preservation; • Incorporate appropriate land use transitions such as reduced density near adjacent farmland to decrease the number of residents that abut farms; and • Identify specific measures applicable to development within one-quarter mile of a Williamson Act Contract to avoid indirect impacts. As part of the future planning effort for South Morro Hills, the City shall develop Standard Conditions of Approval (SCOAs) applicable to residential development within the Agricultural District to minimize adverse impacts related to farmland conversions and provide standard and objective requirements. The following draft SCOAs would implement the GPU VSR policy framework for South Morro Hills and should be refined and expanded as needed. Additional SCOAs may be identified through the future planning process for South Morro Hills. **Limited Building Zone** The following draft standard condition for a limited building zone would be evaluated and finalized to apply to future development within the Agricultural District that is adjacent to active agricultural operations. • Prior to the issuance of grading permits, a minimum 50-foot-wide Limited Building Zone easement shall be granted to the City of Oceanside for the protection of off-site agricultural resources. • The easement shall prohibit the construction or placement of any residence, garage, accessory structure, or recreational amenities such as tennis courts or swimming pools, designed or intended for occupancy by humans or animals, or other such uses that may create agricultural interface conflicts. • Alternative protective measures can be implemented to allow a reduced buffer, with prior approval of the City, provided the protective measures	agricultural land uses would remain significant and unavoidable. Regarding interim agricultural uses, requiring mitigation for conversion of interim agricultural uses would not be consistent with the City's overarching policy goals to support housing within appropriate locations, specifically within the SSCSP Planning Area. Requiring acquisition and conservation of replacement agricultural lands would add a substantial economic burden to development and would conflict with City goals for supporting housing. Therefore, mitigation for conversion of agricultural land outside of the City's Agricultural District is considered infeasible. Impacts would remain significant and unavoidable.

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
		would provide equal or greater protection to the adjacent agricultural resources or activities. • The Limited Building Zone shall permit the construction or placement of only the following: 1. Fences, and similar structures, no higher than six feet or as regulated by the City's Zoning Ordinance. 2. Sheds and detached garages, less than 250 square feet in total floor area. 3. Landscaping and agricultural uses, including greenhouses and other enclosed structures that provide for cultivation and processing of agricultural goods. 4. On-site fire clearing. **Agricultural Conservation Easement** The following draft standard condition for a conservation easement would apply to development within the Agricultural District on parcels 40 acres in size or greater that propose a clustered development project pursuant to VSR Policy 5-72. • Prior to issuance of a grading permit, the City shall require recordation of an Agricultural Conservation Easement, to be granted to the City for the protection of on-site agricultural resources in perpetuity. The purpose of the easement is to ensure the protection of agricultural resources to ensure that the land remains available for potential agricultural use. The easement shall prohibit construction of any structures or development that would result in the conversion of agricultural land. Sheds and structures accessory to the on-site agricultural use are permitted.	
Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?	Proposed changes to land use designations would not have the potential to conflict with zoning for agricultural use or a Williamson Act Contract because no land use changes are proposed that would affect the Agricultural District or Williamson Act Contracts. However, future updates to the Agricultural District development standards and a future South Morro Hills Community Plan are needed to implement the GPU VSR policy guidance for South Morro Hills. While updates to Agricultural District development standards are anticipated to be consistent with the City GPU policy framework for agricultural resource conservation in South Morro Hills, at a program level of review and without the specific zoning standards and policies for South Morro Hills, impacts related to conflicts with zoning for agricultural use and Williamson Act Contracts are considered significant.	See mitigation measure AG-1.	**Less than Significant after Incorporation of Mitigation**
Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])? Would the project result in the loss of forest land or conversion of forest land to non-forest use?	The City does not support forest land or timberland related zoning or contain any designated forest land. Impacts would be less than significant.	N/A	**Less than Significant**

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
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?	Buildout of the GPU and SSCSP, specifically future implementation of the GPU VSR policy framework for South Morro Hills, would ultimately result in changes to the existing environment that could promote farmland conversion. Indirect impacts to farmland can occur as non-agricultural land uses are introduced into an agricultural area. While the GPU does not propose any land use changes within South Morro Hills, the GPU VSR policy framework outlines the land use framework for development that would be implemented through a future South Morro Hills Community Plan and updated development standards for the Agriculture District. Therefore, at a program level of review, and without the final South Morro Hills Community Plan policies and Agricultural District development standards available, impacts are considered significant.	See mitigation measure AG-1.	**Significant and Unavoidable** Notwithstanding implementation of mitigation measure AG-1, at a program level of review, and without the final South Morro Hills Community Plan policies and Agricultural District development standards available, impacts would remain significant and unavoidable.
4.4 Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	Buildout of the GPU and SSCSP would result in an increase in development and an associated increase in emissions when compared to buildout of the City's adopted zoning and land use designations. Therefore, buildout of the GPU and SSCSP would exceed the assumptions used to develop the RAQS. Even with implementation of applicable GPU and SSCSP goals and policies, this impact would be significant.	Future discretionary development would be reviewed for conformance with the GPU VSR Element goals and policies to reduce operational emissions within the City. Incorporation of GPU goals and policies as well as mitigation measure AQ-1 would contribute to reduced criteria air pollutant emissions associated with buildout of the project. Goals and policies included in the GPU would facilitate continued City cooperation with the SDAPCD and SANDAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of TDM strategies. However, no additional feasible mitigation measures are available that would reduce impacts associated with inconsistency with the RAQS.	**Significant and Unavoidable** Notwithstanding application of mitigation measure AQ-1, and implementation of GPU goals and policies, the population and employment assumptions of the RAQS would continue to be exceeded until the RAQS is revised and incorporates the projections of the GPU. Therefore, impacts would remain significant and unavoidable.
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 standards?	Construction Project-level construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. All projects would be required to adhere to all existing regulations during construction to protect air quality including SDAPCD rules and regulations and existing state regulations. Future development would implement GPU VSR Element policies requiring the use of Tier 4 construction equipment when feasible, and low VOC coatings. Additionally, SCOA-AQ-1 would be applied to ensure site-specific construction reduction measures are part of final construction plans. Through implementation of SDAPCD rules and regulations, existing state regulations, GPU policies, and SCOA, impacts associated with construction emissions would be less than significant.	N/A	**Less than significant**
	Operation The project includes planning level actions that do not propose any physical development at this time. In general, the project would reduce air quality impacts through implementation of GPU policies and actions as well as the proposed CAP reduction measures. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Because the GPU would conflict with implementation of the RAQS, air emissions associated with the adoption of the GPU could have a potentially significant impact on regional air quality.	**AQ-1: Daily Operational Emissions** For individual projects that may exceed the daily operational emissions thresholds established by the City and the SDAPCD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to: • Demonstrate net zero energy expenditure; • Implementation of transportation demand management measures; • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitate by the GPU; • Expand and facilitate completion of planned networks of active transportation infrastructure; • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 California Green Building Standards Code (CALGreen)	**Less than Significant with Mitigation Incorporated**

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
		mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards; and • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.	
Would the project expose sensitive receptors to substantial pollutant concentrations?	Construction DPM Due to CARB regulations, the highly dispersive nature of DPM, and the fact that construction activities would occur intermittently and at various locations over the lifetime of GPU buildout, DPM generated by construction is not expected to result in significant health risk impacts to nearby sensitive receptors. Therefore, the GPU would not expose sensitive receptors to toxic air emissions during construction of future development within the City, and impacts would be less than significant. Mobile Source DPM Consistent with the goals of CARB's handbook, the GPU contains policies that would reduce health risks associated with proximity to freeways. Implementation of the GPU policies and actions, future environmental review and documentation, and implementation of 2022 Title 24 requirements which requires the installation of MERV-13 filters would reduce health risks to sensitive receptors within 500 feet of freeways. Therefore, the GPU would not expose sensitive receptors to substantial pollutant concentrations associated with mobile source emissions and impacts would be less than significant. Stationary Sources Emissions of TACs from stationary sources would be regulated by SDAPCD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SDAPCD New Source Review Rules. The GPU contains policies that would reduce health risks associated with proximity to stationary sources of emissions. Therefore, implementation of GPU policies would ensure that future development would not expose sensitive receptors to TACs associated with stationary sources within the City, and impacts would be less than significant. CO Hotspots The GPU would be consistent with congestion management programs. Additionally, based on the Transportation Impact Study prepared for the GPU, all intersections are projected to carry less than 10,000 vehicles per hour. Thus, based on BAAQMD screening criteria, the GPU would result in a less than significant impact related to CO.	N/A	**Less than Significant**
Would the project create objectionable odors affecting a substantial number of people?	Through implementation of GPU and SSCSP policies and SDAPCD rules and regulations, the project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.	N/A	**Less than Significant**
4.5 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 CDFW or USFWS? Would the project result in a substantial adverse effect on any riparian habitat or other sensitive natural	Buildout under the GPU and SSCSP would result in increased development within the Areas of Change and throughout the City. Future development has the potential to impact sensitive plant and wildlife species either directly through the loss of habitat (including critical habitat) and/or direct take, or indirectly by placing development in or adjacent to sensitive habitat. Specifically, impacts to federal- or state-listed species, Narrow Endemic Species, plant species with a California Native Plant Society (CNPS) Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW's Special Animals List could occur. Potential impacts to sensitive species and/or designated critical habitat of listed species would be reduced through regulatory compliance and adherence to proposed GPU and SSCSP policies and application of Standard Conditions of	**BIO-1: Biological Assessment and Habitat Based Mitigation** Prior to approval of development permits, where new development is proposed on land that may support special-status species or sensitive vegetation communities, the City shall require an assessment of potential impacts to existing biological resources. The assessment must be conducted by an independent, qualified biologist. The biological analysis shall include an evaluation of the project's direct, indirect, and cumulative impacts to sensitive species, sensitive habitats and wetlands. Surveys shall follow guidelines established for state- and/or federally-listed species. The analysis shall evaluate	**Less than Significant with Mitigation Incorporated**

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	Approval. However, absent project-specific development plans, it is not possible to state whether impacts to sensitive species and/or habitat would be adequately protected. Therefore, at this program level, without the benefit of project-specific design measures and development plans, impacts would be significant.	how the project has been designated to minimize and avoid impacts to the extent feasible and demonstrate consistency with the GPU and SSCSP policy framework, as applicable. Any unavoidable impacts to sensitive habitats shall me mitigated following the ratios identified in the City's VSR Element Table 5-1. The location of mitigation shall not be isolated and shall support overall buildout of the City's preserve system. The biological analysis shall identify species present or with a potential to occur on-site and shall identify avoidance strategies to minimize or avoid impacts to special-status species. Any potential impacts to state- or federally-listed species or their habitats and/or to jurisdictional waters would require permitting under the appliable regulatory agency including but not limited to the USACE, USFWS, CDFW, and the Regional Water Quality Control Board. Any unavoidable wetland impacts shall be mitigated to ensure a no net loss of wetlands. The analysis shall identify mitigation to ensure adverse effects are minimized to the extent feasible, consistent with the City's policy and conservation framework. A monitoring and reporting program that ensures long-term stewardship of sensitive habitats conserved as mitigation or avoidance shall be implemented. **BIO-2: Conservation Requirements** 1. Prior to approval of development permits, require all mitigation sites to be designated as Preserve, protected by legally binding conservation easements and managed in perpetuity by a qualified and adequately resourced entity (e.g., private land trust, government agency). 2. Utilize City-owned habitat areas primarily to mitigate impacts associated with capital improvement projects and other City-initiated actions. 3. Allow mitigation outside of Oceanside only as a last resort and only when such mitigation contributes to habitat connectivity in areas covered by the North County Multiple Habitat Conservation Plan.	
Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Development under the GPU and SSCSP could encroach upon jurisdictional wetland and waters. Potential impacts to wetland areas would be reduced through regulatory compliance and adherence to proposed GPU and SSCSP policies and application of Standard Conditions of Approval. However, absent project-specific development plans, it is not possible to state whether impacts to on- and off-site wetlands would be adequately protected. Therefore, at this program level, without the benefit of project-specific design measures and development plans, impacts would be significant.	See mitigation measure BIO-1 and BIO-2	**Less than Significant with Mitigation Incorporated**
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?	Future development under the GPU and SSCSP would increase residential density and intensity of land uses which could result in impacts to migratory wildlife including the use of wildlife movement areas. In addition, future construction activities may require vegetation removal and/or construction activity noise levels that could disturb nesting birds. However, adherence to federal and state regulations, City planning strategies, and GPU policy compliance, and implementation of Standard Conditions of Approval would ensure impacts associated with wildlife corridors and nursery sites would be less than significant.	N/A	**Less than Significant**
Would the project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? 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?	Compliance with proposed GPU and SSCSP policies and Standard Conditions of Approval would result in the implementation of key principles and guidelines established in the City's draft SAP . The project would not conflict with an adopted or approved habitat conservation plan. Impacts would be less than significant.	N/A	**Less than Significant**

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
4.6 Cultural and Tribal Cultural Resources			
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Future development within the Areas of Change and throughout the City could result in adverse changes to historic resources. Impacts to historic resources could occur if future construction activity is within proximity to significant historic buildings, structures, objects, landscapes, or sites. Additionally, future development could result in alteration or removal of structures that are greater than 45 years old and could qualify for historic significance. Therefore, potential impacts to historic resources would be significant.	**CUL-1: Buildings Older than 45 Years** Prior to issuance of any permit for a future development project that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The City may require preparation of a historic evaluation to verify the historic significance of a structure. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as defined by the California Register of Historical Resources. If a building is found to be not historically significant, no additional requirements would be imposed. However, if a structure is found to be historically significant, avoidance or mitigation shall be implemented. Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to: • Preparing a historic resource management plan; • Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); • Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; • Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and • Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning. • Documentation of the building or structure to be removed using the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) formats. • Interpretive panels, displays, brochures, and/or websites to interpret and display the stories, associations, and feelings tied to the building or structure. If potentially significant impacts to an identified historical resource are identified, the historic resources report would recommend appropriate mitigation to reduce the impacts to below a level of significance.	**Less than Significant with Mitigation Incorporated**
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Future development within the Areas of Change and throughout the City could result in unearthing unknown and unrecorded archaeological resources. Therefore, potential impacts to prehistoric and historic archaeological resources would be significant.	**CUL-2: Archaeological Sites** During future City review of development applications, the City shall review proposed development sites to identify the potential for the site to support buried archaeological resources. Redevelopment of existing developed sites or development on existing graded sites would not require further study due to a lack of potential to support buried archaeological resources. However, where development is proposed on previously undisturbed sites or where grading would disturb portions of the soil profile that were previously undisturbed, the City shall require the following steps be taken to determine the presence of archaeological resources and the appropriate mitigation for any significant resources which may be impacted by a development activity.	**Less than Significant with Mitigation Incorporated**

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
		1. The City shall require preparation of an archaeological survey report prepared by a qualified archaeologist. The evaluation report would generally include background research, field survey, archaeological testing, as needed, and analysis. A confidential appendix must be submitted (under separate cover) including records search information gathered during background research and California Department of Parks and Recreation site forms for archaeological sites and traditional cultural properties containing the confidential resource maps. 2. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. Once the background research is complete, a field reconnaissance must be conducted by a qualified archaeologist. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. 3. If an archaeological or tribal cultural resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site would be impacted. 4. If significant archaeological or tribal cultural resource are identified an agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then archaeological monitoring is required during ground disturbance. 5. Preferred mitigation for historical resources is to avoid the resource through project redesign. If cultural resources avoidance is pursued, a	

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
		cultural open space easement may be required to ensure protection of the site in perpetuity. Fencing and/or signage may be required depending on the location of the avoided site and its accessibility. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. Where preserve in place is not feasible, Site Capping Plan may be implemented. A qualified archaeologist shall prepare a capping plan for review by the City for approval. The plan shall include site capping duties, a contract agreement that the capping will be completed, and a cost estimate for the capping plan and reporting. The qualified archaeologist shall provide evidence that a Native American of the appropriate tribal affiliation has also been contracted to perform Native American Monitoring of the capping plan activities. Upon completion of the implementation of the capping plan, a report of the results shall be presented to the City, or a consultant designated by the City, for review and approval. 6. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City prior to draft CEQA document distribution. All archaeological materials recovered during both the survey, significance testing, and data recovery phases, shall be curated at a San Diego facility that meets federal standards per 36 Code of Federal Regulations Part 79, or a tribal curation facility or repatriation program. The collections and associated records shall be transferred, including title, to an appropriate curation facility as deemed adequate by the City of Oceanside, to be accompanied by payment of the fees necessary for permanent curation. Upon completion of the data recovery program, the applicant shall submit a final cultural resources report to the City of Oceanside, or a consultant designated by the City, for review and approval. The final report shall include a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.	
		CUL-3: Grading Monitor All development projects that have identified the potential for unearthed archaeological and/or tribal cultural resources shall include a qualified archaeological and Native American monitor as follows: 1. Prior to the start of ground-disturbing activities, the applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology (Federal Register 48 44716 1983, as amended in 1997). The applicant shall also retain a Native American monitor of Luiseño decent. 2. Prior to start of ground-disturbing activities, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The applicant shall ensure that construction personnel attend the training and sign an attendance	

Table S-1 Summary of Environmental Impacts			
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		acknowledgement form. The applicant shall retain documentation demonstrating attendance. 3. The qualified archaeologist, or an archaeological monitor (working under the direct supervision of the qualified archaeologist), shall observe all initial ground-disturbing activities, including but not limited to brush clearance, vegetation removal, grubbing, grading, and excavation. The qualified archaeologist, in coordination with the City and Native American monitor, may reduce or discontinue monitoring if it is determined by the qualified archaeologist that the possibility of encountering buried archaeological deposits is low based on observations of soil stratigraphy or other factors. Archaeological monitoring shall be conducted by an archaeologist familiar with the types of archaeological resources that could be encountered within the project site. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment (as prescribed below). The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring. The report shall be submitted to the City and any Native American groups who request a copy. A copy of the final report shall be filed at the SCIC. 4. The Native American monitor shall be present for any pre-construction meeting and for all ground-disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until a designee of the City, with concurrence from the Native American monitor and archaeologist, is satisfied with the evaluation of the discovery and treatment of the resource has occurred. I 5. If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource under CEQA, avoidance and preservation in place is the preferred manner of preservation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible method available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City and Native American monitor that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. 6. To document the completion of archaeological and Native American grading monitoring during the grading phase of the project, a final Grading Monitoring and Data Recovery Report that documents the results, analysis, and conclusions of all phases of the Archaeological/Tribal Cultural Monitoring Program shall be prepared. The report shall include the following: (1) daily monitoring logs; (2) evidence that all cultural resources collected during the grading monitoring program has been curated at a San Diego facility that meets federal standards per 36 CFR Part 79, a tribal	

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		curation facility or repatriation program,; and (3) if no cultural resources are discovered, a Negative Monitoring Report must be submitted stating that the grading monitoring activities have been completed. The final Grading Monitoring and Data Recovery Report shall be submitted to the City, or consultant designated by the City, for review and approval.	
Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	The project would adhere to PRC Section 5097 relating to the protection of Native American burial sites. Through regulatory compliance, impacts associated with the discovery of human remain would be less than significant.	N/A	**Less than Significant**
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Future development within the Areas of Change and throughout the City could result in unearthing unknown and unrecorded tribal cultural resources. While proposed GPU policies would provide guidance for the protection of tribal cultural resources, it is impossible to ensure the successful preservation of all resources. Therefore, potential impacts to tribal cultural resources, including sacred sites, would be significant.	See mitigation measures CUL-2 and CUL-3.	**Less than Significant with Mitigation Incorporated**
4.7 Energy			
Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Energy conservation measures required by applicable energy conservation regulations (e.g., CALGreen, Title 24) and energy conservation policies included in the existing ECAE and proposed GPU and SSCSP, as well as implementation of the Updated CAP reduction measures (see Section 4.9) would support the minimization of energy consumption from operations associated with future development. VMT and building energy use associated with buildout of the GPU and SSCSP would be less than the VMT and building energy use associated with buildout of the existing General Plan. Therefore, the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.	N/A	**Less than Significant**
Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Future development under the GPU and SSCSP would implement applicable regulations and be reviewed for compliance with policies that would ensure development would be energy efficient. Therefore, the project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS, and impacts would be less than significant.	N/A	**Less than Significant**
4.8 Geology/Soils			
Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: • 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?	Implementation of the GPU and SSCSP would result in increased density and intensity of uses throughout the City, which could increase potential impacts associated with seismic hazards. Implementation of the project would not have direct or indirect significant environmental impacts to seismic hazards because future development would be required to comply with relevant City regulations and California Building Code. Additionally, the GPU and SSCSP regulatory framework includes a requirement for site-specific geotechnical investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to grading regulations and construction requirements and implementation of recommendations contained within required site-specific geotechnical	N/A	**Less than Significant**

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Refer to Division of Mines and Geology Special Publication 42. • Strong seismic ground shaking? • Seismic-related ground failure, including liquefaction? • Landslides?	studies would preclude significant impacts related to seismic hazards. Impacts related to seismic hazards would be less than significant.		
Would the project result in substantial soil erosion or the loss of topsoil?	Future development within the Areas of Change and throughout the City could result in risks related to soil erosion. Adherence to NPDES permit, City regulations, applicable California Building Code standards, and GPU policy compliance would ensure impacts associated with loss of topsoil and soil erosion would be less than significant.	N/A	Less than Significant
Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Adherence to City regulations, applicable California Building Code standards, and GPU policy compliance would ensure impacts associated with unstable geologic conditions and expansive soils would be less than significant.	N/A	Less than Significant
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	The City is primarily classified with a high paleontological sensitivity rating. Due to the highly developed condition, future redevelopment projects that do not exceed the original depth of excavation are unlikely to encounter paleontological resources. However, future new development or redevelopment that increases excavation depths could result in the disturbance of previously unknown paleontological resources. Similarly, unique geologic features could be adversely affected, if destroyed due to site development. Therefore, at this programmatic level of review, without known development and grading plans, projects that propose new grading or an increase in existing graded depths could result in significant impacts to paleontological resources.	**GEO-1: Paleontological Resources** Prior to the issuance of grading permits, the applicant shall provide written confirmation to the City of Oceanside that a qualified paleontologist been retained. A qualified paleontologist is defined as an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques and has expertise in local geology, stratigraphy, and biostratigraphy. The qualified paleontologist shall perform the following: • Attend the pre-construction meeting and provide worker environmental awareness training at the pre-construction meeting as well as at the jobsite the day grading is to be initiated. In addition, the qualified paleontologist shall inform the grading contractor and City Engineer of the paleontological monitoring program methodologies. • Identification of where paleontological monitoring of excavations impacting the San Diego Formation, Old Alluvial Floodplain Deposits, and deep excavations (greater than five feet below the ground surface) in areas underlain by Young Alluvial Floodplain Deposits is required within the project site based on construction plans and/or geotechnical reports. • Procedures for adequate paleontological monitoring (including necessary monitoring equipment), methods for treating fossil discoveries, fossil recovery procedures, and sediment sampling for microvertebrate fossils, including the following requirements: o A paleontological monitor shall be on-site at all times during the original cutting of previously undisturbed sediments of moderately to highly sensitive geologic units (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, and excavations below a depth of five feet below the ground surface in areas underlain by Young Alluvial Floodplain Deposits) to inspect cuts for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist. Monitoring	Less than Significant with Mitigation Incorporated

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		is not required during shallow excavations within Young Alluvial Floodplain Deposits. ○ Paleontological monitoring is not required in areas underlain by Artificial Fill unless grading activities are anticipated to extend beneath the veneer of fill and impact underlying geological units with moderate to high paleontological sensitivity (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, or deeper excavations into Young Alluvial Floodplain Deposits). ○ If fossils are discovered, the qualified paleontologist and/or paleontological monitor shall recover them. The paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the resource to allow recovery of fossil remains. Because of the potential for the recovery of small fossil remains, it may be necessary in certain instances, and at the discretion of the qualified paleontologist, to set up a screen-washing operation on the project site. Alternatively, sediment samples can be collected and processed off-site. • Paleontological reporting and collections management: ○ Prepared fossils along with copies of all pertinent field notes, photos, maps, and the final paleontological monitoring report discussed below shall be deposited in a scientific institution with paleontological collections such as the San Diego Natural History Museum within 90 days of completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time. Any curation costs shall be paid for by the applicant. ○ A final paleontological monitoring report shall be completed. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils, and shall be submitted to the designated scientific institution within 90 days of the completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time.	
4.9 Greenhouse Gas Emissions			
Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	The CAP Update identifies includes the development of GHG reduction measures that would set the City on a pathway towards alignment with the GHG reduction targets established by state legislative requirements. A suite of GHG reduction measures has been developed for inclusion in the CAP Update that can be feasibly implemented by the City. Each reduction measure is categorized under a GHG emissions sector for which the measure's implementation would reduce GHG emissions. Each GHG reduction measure also includes implementing actions that provide discrete steps for the City to take in successfully meeting the goals of measures. The legislative adjusted business-as-usual scenario (ABAU) forecast, reduction targets, and gap analysis are summarized in Table 4.9-4. As shown therein, GHG emissions are expected to decrease below 2018 levels through 2045; however, an emissions gap remains between emissions reduction under the ABAU scenario and future emissions levels consistent with state legislative reduction targets. Implementation of CAP Update measurers, summarized in Table 4.9-5 would achieve the 2030 GHG reduction goals and would make substantial progress towards 2045 and 2050 goals. The specific path to compliance to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional reduction measures in addition to the policies presented within the CAP Update would	N/A	**Less than Significant**

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	be speculative and cannot be identified at this time. However, Chapter 5 of the CAP Update establishes a monitoring program and implementation strategy for the CAP Update. Reduction measures are quantified for GHG reduction potential and key-performance indicators are tied to GHG emissions reducing activities. Therefore, the City's "qualified" CAP would allow project-specific environmental documents, if eligible, to tier from and/or incorporate by reference the CAP's programmatic review of GHG impacts in their project level analyses, The monitoring program and implementation strategy would allow the City to track progress towards these reductions and make adjustments as needed to achieve the GHG goals. Through implementation of the CAP, impacts would be less than significant.		
Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.	The project would be consistent with the 2017 and 2022 Scoping Plans and statewide GHG reduction goals consistent with Senate Bill 32 and Assembly Bill 1279. The project would be consistent with all applicable 2021 Regional Plan policy objectives and strategies. The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG. Impacts would be less than significant.	N/A	Less than Significant
4.10 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.	Future development would be reviewed for consistency with relevant GPU and SSCSP goals and policies related to hazardous materials. Implementation of relevant policies would ensure that prior to development project sites are investigated for the presence of hazardous materials and/or waste contamination, and ensure that future development within 100 feet of existing hazardous sites or TAC sources assess health risks, and if necessary document of site investigations and any required cleanup activities required. Overall, compliance with existing regulations and GPU policies relating to the use or disposal of hazardous materials and wastes would ensure a significant hazard to the public or the environment would not occur. Impacts would be less than significant.	N/A	Less than Significant
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.	All future development throughout the City would be required to adhere to goals and policies within the GPU and SSCSP related to accidental release. Implementation of relevant policies would require both prevention and remediation of hazardous materials release, take steps to prevent accidents involving release of hazardous materials, and enhance the City's capacity to respond to such incidents through coordination with federal, state, and local agencies. Additionally, where release of hazardous materials has been identified future projects would be required to document site investigations and any required cleanup activities to be submitted to City staff during the development review process. Overall, compliance with existing regulations and GPU policies would ensure hazards to the public or the environment resulting from the accident release of hazardous materials would not occur. Impacts would be less than significant.	N/A	Less than Significant
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.	Implementation of the GPU and SSCSP would result in an increase in commercial and industrial uses, especially along the City's corridors, in proximity to existing schools. All businesses which qualify would be required to submit a RMP under the CalARP Program. Each RMP would include the required information necessary to minimize potential release of hazardous materials. Furthermore, the City's EOP provide direction for responding to hazardous release. Therefore, adherence with applicable federal, state, regional, and local plans and regulations, as well as proposed GPU and SSCSP policies, would ensure that the project would not result in an accidental release of hazardous materials or near existing or proposed schools. Impacts would be less than significant.	N/A	Less than Significant
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, create a significant hazard to the public or the environment.	There are a total of 19 hazardous materials sites located throughout the City primarily within the SSCSP Planning Area. A number of these sites are within or in proximity to Areas of Growth. In accordance with federal, state, regional, and local requirements, any new development, or redevelopment that involves contaminated property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted at such locations until a "no further action" clearance letter from the responsible agency. Compliance with GPU and SSCSP policies would likewise serve to	N/A	Less than Significant

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	minimize hazards associated with hazardous material sites. Implementation of GPU policies would support actions to investigate the presence of hazardous materials and/or waste contamination before development Within the SSCSP Planning Area, proponents of future projects within 100 feet of existing hazardous sites or TAC sources would be required to assess health risks at the location in question as well as potential feasible design-related measures to minimize risks. Therefore, adherence to applicable cleanup and/or remediation requirements and regulations, coupled with compliance with City policies would ensure that the project would not create a significant hazard associated with known hazardous materials sites. Impacts would be less than significant.		
Would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Consistency with federal, state, and local regulations, along with consistency with GPU policies, would require future development to show compatibility with the zoning, ALUCPs, and associated FAA requirements. Impacts would be less than significant.	N/A	Less than Significant
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Adherence to applicable emergency planning standards and GPU policies would ensure that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.	N/A	Less than Significant
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	While development consistent with the GPU and SSCSP has the potential to increase fire hazards due to increased density and intensity of uses within higher risk fire areas, all development would be subject to state, and local fire safety regulations aimed at fire prevention and response. Additionally, new development and redevelopment would adhere to GPU policies associated with fire safety. Therefore, future development would expose people or structures, to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.	N/A	Less than Significant
4.11 Hydrology and Water Quality			
Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Construction Project conformance with existing regulations, along with the proposed GPU and SSCSP framework, would ensure that development projects would not violate water quality standards during construction activities. Impacts would be less than significant. Post-Development Future projects would be required to adhere to relevant plans and programs, including the City requirements for preparation of project specific construction SWPPs and long term SWQMP. The additional implementation of applicable policies would ensure that future development would not violate any water quality standards or degrade surface or ground water quality during construction or in the long term. Impacts would be less than significant.	N/A	Less than Significant
Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	While future development throughout the City has the potential to decrease groundwater recharge, all future development would be subject to applicable regulations focused on the sustainability of the groundwater basin. Additionally, compliance with GPU and SSCSP policies would ensure impacts to groundwater recharge would be less than significant.	N/A	Less than Significant
Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned	Erosion or Siltation Consistency with federal, state, and local regulations, along with policy compliance, would ensure the maintenance of on-site drainage patterns and serve to protect soil erosion that could result from increased stormwater runoff. Impacts would be less than significant. Exceed Capacity of Stormwater System Through regulatory and policy compliance, coupled with payment of the City's Public Facility Fee, future projects would not exceed the capacity of existing or planned stormwater drainage facilities, nor substantial additional sources of polluted runoff. Impacts would be less than significant.	N/A	Less than Significant

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iv) stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?	Flood Flows Future development consistent with the project could increase volumes of stormwater runoff resulting in the impediment or redirection of flood flows. Future development would be required to adhere to regional and local plans, programs and regulations relating to storm water runoff and volume flow. All future development would include BMPs to manage polluted runoff and minimize flow volume and velocity. Future development, especially within the SSCSP Planning Area, would also be reviewed for adherence to SSCSP policies focused on avoiding increases in stormwater flows. Implementation of policies would ensure that post-development runoff rates do not exceed predevelopment rates. Additionally, policies focus on the reduction of impervious surfaces as a means to reduce stormwater velocity. Impacts would be less than significant.		
In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	The project could increase potential risks associated with flood hazards and dam inundation due to the increased potential for higher density and greater intensity of uses within these zones. Future development would be required to adhere to state and local regulations, along with GPU and SSCSP policies to ensure development within FEMA flood zones are consistent with all standards to ensure safe and flood free development. Additionally, development within the City's coastal area/tsunami zone is subject to emergency planning and evacuation measures. Implementation of policies would encourage additional tsunami safety measures to be implemented by the City and local enforcement agencies. Therefore, through adherence to FEMA processing, and compliance with City Code of Ordinances and emergency requirements for flood safe measures, impacts associated with flood hazards and potential pollutant release would be less than significant.	N/A	**Less than Significant**
Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	The project would be consistent with all relevant water quality control plans. Impacts related to conflicts or obstruction with such plans would be less than significant.	N/A	**Less than Significant**
4.12 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?	The City is mostly designated as MRZ-2 and MRZ-3, both of which are not considered significant MRZs. Therefore, buildout of the GPU and SSCSP would not result in the loss of availability of known mineral resources that would be of value to the region. Impacts would be less than significant.	N/A	**Less than Significant**
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?	There are no active mineral resource extraction facilities within the City. The existing 2002 General Plan land use map, as well as the proposed GPU land use map do not delineate any mineral resource recovery sites or designate any land for mineral resource production. The implementation of the project would not result in the loss of a designated mineral recovery site. Impacts would be less than significant.	N/A	**Less than Significant**
4.13 Noise			
Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;	Increase in Ambient Noise GPU buildout would result in a significant noise increase over existing ambient noise levels at several roadway segments. With the exception of the segments of Oceanside Boulevard between Rancho Del Oro Drive and College Boulevard, Marron Road between Western City Limit and College Boulevard, and Foussat Road between Alex Road and Mission Avenue, there are noise-sensitive residential uses located adjacent to each of these roadway segments. The GPU contains goals and policies that would reduce noise levels at new noise-sensitive development. However, existing land uses would be exposed to significant increase in ambient noise which would be a significant impact.	Increase in Ambient Noise For existing noise sensitive land uses, possible noise-reduction measures would include retrofitting older structures with acoustically rated windows and doors featuring higher Sound Transmission Class ratings, which is a measure of exterior noise reduction performance. However, there is no mechanism in place for implementing such a retrofit program. Because the significant noise impacts would be to existing homes and other noise-sensitive uses in an already urbanized area, there is no feasible mitigation.	**Significant and Unavoidable** Impacts to existing sensitive land uses located in areas that would experience a significant increase in ambient noise levels exceeding the applicable land use and noise compatibility level. There are no feasible mitigation measures available at the program level. Therefore, impacts would remain significant and unavoidable.
	Land Use Compatibility Implementation of GPU policies, along with site-specific noise analyses as required by Title 24 to demonstrate interior noise levels of 45 CNEL, exterior and interior traffic noise impacts associated with new development would be less than significant.	Land Use Compatibility N/A	Land Use Compatibility – Less Than Significant

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	Railroad Noise Noise-sensitive receivers in the vicinity of the railroad tracks could exceed the compatibility standards. Implementation of GPU policies would require inclusion of noise reduction measures applicable to noise levels generated by railroad operations. Therefore, railroad noise impacts associated with new development would be less than significant. Stationary Noise Enforcement of the City's Noise Control Ordinance and implementation of GPU policies would ensure that future development would not result in a substantial permanent increase in ambient noise levels, and impacts associated with stationary sources of noise would be less than significant. Construction Noise The City regulates construction noise through Section 38.17(h) of the Noise Control Ordinance by limiting construction activities to 7:00 a.m. to 10:00 p.m. from Monday through Saturday. Through regulatory compliance and implementation of GPU policies, construction noise impacts associated with future development implemented under the GPU would be less than significant.	Railroad Noise N/A Stationary Noise N/A Construction Noise N/A	Railroad Noise - Less Than Significant Stationary Noise- Less Than Significant Construction Noise - Less Than Significant
Would the project generate excessive groundborne vibration or groundborne noise levels?	Construction GPU buildout could result in a significant increase in construction vibration. Implementation of GPU policies would require the City to address appropriate construction noise and vibration control measures, standards, and monitoring procedures for future development in the City's Code of Ordinances to reduce impacts to nearby uses. With implementation of this policy, future development would be required to implement vibration control measures during construction, thereby reducing construction vibration impacts to a level less than significant. Railroad Noise Buildout of the GPU would place additional land uses in proximity to existing railroad tracks and crossings within the SSCSP Planning Area. Implementation of SSCSP policies would limit land uses within screening distances unless vibration isolation construction is undertaken. Through implementation of this policy, railroad vibration impacts would be less than significant. Stationary Sources Increases in industrial operations under the GPU could generate an increase in groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of industrial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Residential and commercial uses do not typically generate vibration. Therefore, vibration impacts associated with stationary sources would be less than significant.	N/A	**Less than Significant**
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	The Oceanside Municipal Airport is in the northwest portion of the City Based on airport contours, no residential uses are within the modeled airport noise contours. The quietest modeled contour, 60 CNEL, is considered the maximum acceptable level in the ALUCP for new residential uses. With the exception of a few commercial parcels and open space areas, all City uses are outside of this contour and thus experience noise levels that are lower than 60 CNEL from the Oceanside Municipal Airport. All commercial and industrial parcels are located outside the 65 CNEL noise contour, and all industrial uses are located outside the 70 CNEL. Therefore, these uses would also be compatible with ALUCP standards. Occasional aircraft overflight noise may be audible to people in the City. However, 24-hour average noise levels from airport operations in the City are compatible with the ALUCP. Land uses would not be exposed to airport	N/A	**Less than Significant**

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	noise levels that exceed the ALUCP noise compatibility criteria. Impacts associated with airport noise would be less than significant.		
4.14 Population/Housing			
Would the project induce substantial unplanned population growth in an area, either directly ((for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	The GPU would provide increased housing and employment for future population and household growth compared to 2050 SANDAG projections locating future development primarily along major transit corridors that are already served. Therefore, the project would not induce unplanned population growth. The project would not directly or indirectly induce population growth, but rather provide housing that would exceed forecasted growth. Impacts would be less than significant.	N/A	**Less than Significant**
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Future development and redevelopment of within the Areas of Change and throughout the City would have the potential to displace some people and housing through demolition of existing residential structures. However, for each home that would be removed, more housing units would be provided in its place which would accommodate more people and ensure no net loss of housing. The project would not permanently displace existing housing or people. Impacts would be less than significant.	N/A	**Less than Significant**
4.15 Public Services and Recreation			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: • Fire Protection; • Police Protection; • Schools; • Parks/Recreational Facilities • Other Public Facilities?	Fire Protection Buildout under the GPU and SSCSP would increase the demand on fire protection services in comparison to existing conditions Construction of new fire stations in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. While existing regulations and proposed GPU policies would reduce future development's need to expand or construct new fire facilities to serve the project, absent specific development plans the need for expanded or new future fire stations cannot be determined. Therefore, it cannot be ensured that all impacts associated with the construction and operation of potential future fire facilities associated with new development would be mitigated to a less than significant level. Impacts at this program level would be potentially significant.	No feasible mitigation measures are available at this program level of analysis.	**Significant and Unavoidable** Buildout of the GPU and SSCSP would result in increased demands on fire protection services. Absent specific development plans and project level details, potential impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts remain unknow. Impacts would remain significant and unavoidable.
	Police Protection Buildout under the GPU and SSCSP would increase the demand for police services in comparison to existing conditions. Construction of new police facilities in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. While existing regulations and proposed GPU policies would reduce future development's need to expand or construct new police facilities to serve the project, absent specific development plans the need for expanded or new future fire stations cannot be determined. Therefore, it cannot be ensured that all impacts associated with the construction and operation of potential future police facilities associated with new development would be mitigated to a less than significant level. Impacts at this program level would be potentially significant.	No feasible mitigation measures are available at this program level of analysis.	**Significant and Unavoidable** Buildout of the GPU and SSCSP would result in increased demands on police services. Absent specific development plans and project level details, potential impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts remain unknow. Impacts would remain significant and unavoidable.
	Schools, Parks and Libraries Buildout of the GPU and SSCSP would increase the demand for the school districts, parks, and libraries throughout the City in comparison to existing conditions. However, through policy compliance and payment of state mitigation, City public facility development impact fees, and/or park fees, it is ensured that new projects pay their fair share of new public facilities as they are needed. Additionally, policy compliance would require new development projects to include parkland and/or open space design features, especially within the SSCSP Planning Area. Therefore, through regulatory compliance and future project-specific conditions of approval, impacts related to maintenance of acceptable service ratios, and other performance objectives levels would be less than significant.	N/A	**Less than Significant**

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Buildout of the GPU and SSCSP would increase population and thereby increase the need for additional park and recreational land. Future development would be required to include public spaces for recreational purposes as set forth in the GPU HLC Element and SSCSP Urban Design policies. Future development projects would be reviewed for consistency with the design guidelines and SSCSP policies to ensure adequate recreational opportunities and facilities are provided. Additionally, Chapter 32D of the Code of Ordinances provides for payment of applicable developer and park impact fees. Therefore, the project's impact on recreational facilities would be less than significant impact.	N/A	**Less than Significant**
Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Buildout under the GPU and SSCAP would increase the City's need for additional park and recreational land to accommodate the anticipated population. Implementation of GPU and SSCSP policies would require new development to include public spaces for recreational uses. The SSCSP Planning Area is mostly built out; therefore, the proposed design of future recreational lands would be in-fill and urban parks, having minimal effects on the environment.	N/A	**Less than Significant**
4.16 Transportation			
Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	The project would implement roadway and circulation improvements, new bicycle and pedestrian facilities, as well as the polices included in the GPU IM Element and SSCSP in order to improve the circulation network through the City consistent with adopted regional and local plans. Future development would be required to adhere to relevant GPU and SSCSP policies including preparation of project level TOA to ensure site-specific development would not negatively affect roadway and/or intersection operations. Therefore, the project would not conflict with a plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.	N/A	**Less than Significant**
Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	VMT associated with both residential and employment land uses would not exceed the thresholds indicated in Table 4.16-4 at buildout of the GPU. Likewise, through application of the City's Traffic Impact Analysis Guidelines for VMT and LOS individual projects that could exceed the VMT thresholds would be required to include reduction measures and strategies to meet City standards. Therefore, impacts related to VMT for residential and employment land uses would be less than significant.	N/A	**Less than Significant**
Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	The GPU and SSCSP include policies that would ensure future transportation facilities would not introduce hazards onto the circulation network, and future development and redevelopment would also be designed consistent with regional and local standards. Therefore, the project would not substantially increase hazards, and impacts would be less than significant.	N/A	**Less Than Significant**
Would the project result in inadequate emergency access?	Adherence to applicable City standards and proposed GPU policies would ensure that the project would not result in inadequate emergency access, and impacts would be less than significant.	N/A	**Less than Significant**
4.17 Utilities and Service Systems			
Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Future development under the GPU and SSCSP would increase demand of utilities system facilities associated with water, sewer, storm drains, electrical power, natural gas, and telecommunications. Future development would implement policies focused on the assurance of adequate services facilities. Specifically, future projects would be subject to project specific review to determine the need for upsizing of existing and/or need for relocation of existing utilities. Individual development projects would be required to demonstrate adequate facilities are available to support the proposed project. At the time future development projects are proposed, they would require project specific environmental review and compliance with applicable regulations and policies to ensure adequate facilities are provided. Although physical impacts associated with the construction and operation of new facility improvements would be addressed at the time they are proposed, at this programmatic level of review, absent project specific development plans, impacts would be potentially significant.	Absent specific development plans, it is unknown what specific impacts may occur associated with the future construction and operation of potential utility upgrades. While it is anticipated that the physical impacts of utility upgrades can be reduced to less than significant in most cases through compliance with applicable City policy, regulations and mitigation frameworks identified in this PEIR; at a program level of review, it cannot be known with certainty that all mitigation can be reduced to less than significant. Therefore, because it cannot be ensured that all impacts associated with the construction and operation of potential future facilities would be mitigated to less than significant, impacts would be significant and unavoidable.	**Significant and Unavoidable**
Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	As detailed in the 2020 UWMP, the City would have adequate water supply to serve anticipated growth through 2045. The next update to the UWMP in 2025 would consider the increased growth projections for the region including growth anticipated under the GPU and SSCSP. Through application of the City's existing regulatory framework and GPU and SSCSP goals and	N/A	**Less than Significant**

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
	policies that ensures water conservation throughout the City, water demand associated with growth under the GPU and SSCSP would be met. Furthermore, the GPU and SSCSP focuses on higher density development along transit corridors rather than higher water use single family residential, ensuring the City's planning to accommodate projected growth is water efficient. City strategic planning including required updates to the UWMP on a five-year cycle, and implementation of programs serving to conserve, expand and diversify water supply, would ensure the City is planning for and able to accommodate the water demands of future growth. Therefore, impacts would be less than significant.		
Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Buildout under the GPU and SSCSP would result in greater buildout potential than evaluated under the City's 2015 Sewer Master Plan. However, future development would be reviewed for compliance with GPU and SSCSP policies to ensure adequate wastewater capacity is available to serve the project. Impacts would be less than significant.	N/A	Less than Significant
Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? Would the project comply with federal, state, or local management and reduction statutes and regulations related to solid waste?	Implementation of the GPU and SSCSP, including future development consistent with these plans, would be required to comply to all solid waste management guidelines and regulation. The project would not violate federal, state, or local statutes and regulations related to solid waste, recycling and organics diversion and impacts would be less than significant.	N/A	Less than Significant
4.18 Wildfire			
Would the project Substantially impair an adopted emergency response plan or emergency evacuation plan?	Through adherence with emergency planning standards and demonstrated compliance with GPU policies, implementation of the GPU and SSCSP would not impair or interfere with an existing emergency response or evacuation plan. Impacts would be less than significant.	N/A	Less than Significant
Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Based on the City's fire history, historical weather and wind data, terrain, and fuels, future projects within VHFHSZ would be required to prepare Fire Protection Plans to evaluate project-specific fire risk. With implementation of GPU policies focused on fuel management and fire protection features incorporated into project design, implementation of the GPU and SSCSP would not exacerbate wildfire risks; therefore, impacts related to exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.	N/A	Less than Significant
Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	The GPU and SSCSP would result in increased density and intensity of uses throughout the City resulting in the needs for new connections to existing water, sewer, electricity, and gas infrastructure. Utility connections would be required to comply with the current 2022 CCR, Title 24 Parts 1–12, which would require review and approval through the building permit process. All future projects would be required to adhere to City standards, including road widths and connectivity. Additionally, the City has adopted the CFC which outlines the requirements for fire apparatus access roads and gates to ensure adequate emergency access throughout the City. These standards and regulations would ensure individual projects provide adequate access. Additionally, future projects would be subject to review by Oceanside Fire Department to ensure compliance with applicable safety standards. Implementation of the GPU and SSCSP would not exacerbate wildfire as a result of infrastructure improvements. Impacts would be less than significant.	N/A	Less than Significant
Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Future development consistent with the GPU and SSCSP has the potential to alter drainage patterns resulting in increased volume and/or velocity of runoff which in turn could result in downstream flooding and/or landslides. Adherence to federal, state and local regulations, along with consistency with proposed GPU and SSCSP policies future projects would be required to ensure that post-project drainage patterns would be similar to the existing condition in a manner that would not change drainage patterns or result in downstream flooding. In post fire	N/A	Less than Significant

Table S-1 Summary of Environmental Impacts			
Threshold	Impact Discussion	Mitigation Measure	Significance
	conditions, the potential risk associated with downstream flooding as a result of runoff or drainage changes would not be increased. Additionally, future projects would include landscape plans, consistent with the City's Landscape Development Manual to protect against erosion during both construction and long-term operation. Overall, through regulatory and policy compliance, future development would include project design features aimed at reduction of runoff, drainage improvements, and landscaping to provide slope stability. Therefore, exposure of people to risks related to downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would be minimized. Implementation of the GPU and SSCSP would not change drainage patterns nor leave soils exposed in a manner that would result in post-fire flooding or slope instability. Impacts would be less than significant.		

Chapter 1.0
Introduction

This program environmental impact report (PEIR) addresses the potential environmental effects of the City of Oceanside (City) General Plan Update (GPU), and Smart and Sustainable Corridor Specific Plan (SSCSP). The GPU includes updates to the existing General Plan providing an updated policy framework and the associated land use designations to serve as the new blueprint for physical development throughout the City. The SSCSP is a regulatory document that supports the GPU to implement the GPU Land Use Plan through land use and design regulations. The SSCSP applies to the SSCSP Planning Area (see Figures 3-8, 3-9, and 3-10 in Chapter 3.0, Project Description). The project also includes an update to the City's Climate Action Plan (CAP) to address greenhouse gas emissions associated with changes in density and intensity of land uses implemented through the GPU and SSCSP.

This PEIR has been prepared in compliance with the California Environmental Quality Act (CEQA) and Guidelines (Public Resources Code, Section 21000, et seq. and California Code of Regulations, Title 14, Section 15000, et seq.).

Discretionary actions required to implement the project include:

- Adopt a General Plan Amendment updating the General Plan elements, and City's Land Use Map
- Approve the SSCSP
- Adopt the CAP
- Certify the PEIR
- Adopt the Mitigation Monitoring and Reporting Program (MMRP)
- Adopt the Statement of Overriding Considerations

1.1 PEIR Purpose and Intended Uses

The PEIR is informational in nature and is intended for use by City decision makers, other agencies, and the public in evaluating the potential environmental effects, mitigation measures, and alternatives of the project.

By recognizing the environmental impacts of the project, decision makers will have a better understanding of the physical and environmental changes that would accompany approval of the project. The PEIR includes recommended mitigation measures which, when implemented, would lessen or avoid significant effects of the project, whenever feasible. Alternatives to the project are presented that could further reduce or avoid significant impacts associated with the project.

1.2 PEIR Legal Authority

1.2.1 Lead Agency

The City is the Lead Agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency that has the principal responsibility and authority for carrying out or approving the project. As Lead Agency, the City Planning Division conducted a preliminary review of the project and determined that this PEIR was required. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the project. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California.

Responsible/Trustee Agencies for the project include, but are not limited to:

California Department of Fish and Wildlife (CDFW): The CDFW has the authority to reach an agreement with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et seq. of the state Fish and Game Code. The CDFW generally evaluates information gathered during preparation of the environmental documentation, and attempts to satisfy their permit concerns in these documents.

California Department of Housing and Community Development (HCD): As a Responsible Agency, the HCD has stated that through the adoption of the proposed zoning, the City's Housing Element would be in conformance with state law.

California Department of Transportation (Caltrans): Caltrans is an agency that is responsible for the state highway system, including freeway entrance and exit ramps.

Native American Heritage Commission (NAHC): The NAHC is a state of California Trustee Agency for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code Section 21070. Government Code Section 65352.3 requires local governments to consult with California Native American tribes identified by the NAHC for the purpose of protecting, and/or mitigating impacts to cultural places when general plans or specific plans are amended.

San Diego County Air Pollution Control District (SDAPCD): The SDAPCD is an agency that regulates sources of air pollution within the County and would be responsible for issuing permits for construction of future projects associated with the Specific Plan.

San Diego Regional Water Quality Control Board (RWQCB): The RWQCB regulates water quality through monitoring of compliance with the regional water quality permit (or "general permit") in

accordance with the Clean Water Act Section 401 certification process. The RWQCB would have the responsibility of approving the Notice of Intent to comply with the terms of the general permit to discharge storm water associated with future construction activity allowed by the Specific Plan. The RWQCB would also be a Trustee Agency as it holds regional water quality in its trust through the National Pollutant Discharge Elimination System compliance review process.

U.S. Army Corps of Engineers (USACE): The USACE has jurisdiction over development in or affecting the navigable waters of the U.S., pursuant to two federal laws: The Rivers and Harbors Act of 1889 and the Clean Water Act, as amended. A "navigable water" is generally defined by a blue line as plotted on a United States Geological Survey (USGS) quadrangle map. Projects that include potential dredge or fill impacts to waters of the U.S. are subject to Section 404 of the Clean Water Act. Aggregate impacts to waters of the U.S. (defined as direct fill or indirect effects of fill) greater than one-half acre require a permit. All permits issued by the USACE are subject to consultation and/or review by the U.S. Fish and Wildlife Service (USFWS) and the U.S. Environmental Protection Agency.

U.S. Fish and Wildlife Service: Acting under the federal Endangered Species Act, the USFWS is responsible for ensuring that any action authorized, funded, or carried out by a federal agency (such as the USACE) is not likely to jeopardize the continued existence of listed species or modify their critical habitat. Accordingly, the USFWS would provide input to the USACE as part of the Section 404 process.

1.3 PEIR Scope and Content and Format

1.3.1 Scope

The scope of analysis for this PEIR was determined by the City as a result of initial project review and consideration of comments received in response to a Notice of Preparation (NOP) circulated for the project from May 24, 2021 to June 23, 2021. The NOP and associated comments are included in Appendix A of this PEIR.

Through these scoping activities, the project was determined to have the potential to result in potentially significant impacts to the following environmental issues:

- 4.1 Land Use and Planning
- 4.2 Aesthetics
- 4.3 Agricultural and Forestry Services
- 4.4 Air Quality
- 4.5 Biological Resources
- 4.6 Cultural and Tribal Cultural Resources
- 4.7 Energy
- 4.8 Geology and Soils
- 4.9 Greenhouse Gas Emissions
- 4.10 Hazards and Hazardous Materials
- 4.11 Hydrology and Water Quality
- 4.13 Noise
- 4.14 Population and Housing

4.15 Public Services. Parks, and Recreation
4.16 Transportation
4.17 Utilities and Service Systems
4.18 Wildfire

1.3.2 Type of EIR

This EIR has been prepared as a Program EIR, as defined in Section 15168 of the CEQA Guidelines. In accordance with CEQA, this PEIR examines the environmental impacts associated with a series of actions that are related geographically, as logical parts in a chain of contemplated actions, or in connection with the issuance of plans that govern the conduct of a continuing program [per CEQA Guidelines, Section 15168(a)]. The advantages of a PEIR include the ability to provide a more exhaustive consideration of alternatives and cumulative effects than might be possible in a single project-specific EIR; to avoid duplication of basic policy considerations; and to provide the Lead Agency with the ability to consider broad program wide policies and mitigation measures that would apply to specific projects within the overall program [CEQA Guidelines, Section 15168 (b)].

1.3.3 EIR Content

The intent of this PEIR is to determine whether implementation of the project would have a significant effect on the environment through analysis of the issues identified during the scoping process (see Section 1.3.1 above). Pursuant to CEQA Guidelines Section 15126, all phases of the project are considered in this PEIR when evaluating its potential impacts on the environment, including the planning and ultimate implementation of specific project elements. Impacts are identified as direct or indirect and are assessed on a "plan-to-ground" basis. The "plan-to-ground" analysis addresses the changes or impacts that would result from implementation of the project compared to existing conditions.

1.3.4 PEIR Format

1.3.4.1 Organization

The format and order of contents of this PEIR follow the organization listed below, with a brief overview of the purpose of various sections of this PEIR:

Executive Summary. Provides a summary of the PEIR, a brief description of the project, identification of areas of controversy, and a summary table identifying significant impacts, proposed mitigation measures, and level of impact after mitigation. A summary of the analyzed project alternatives and a comparison of the potential impacts of the alternatives with those of the project are also provided.

Chapter 1.0, Introduction. Contains an overview of the purpose and intended uses of the PEIR; Lead, Responsible, and Trustee Agencies; a discussion of the scope and format of the PEIR, and the CEQA environmental review process.

Chapter 2.0, Environmental Setting. Provides a description of the project's regional context, location, and existing physical characteristics and land use. Available public infrastructure and services, as well as relationship to relevant plans, are also provided in this section.

Chapter 3.0, Project Description. Provides a detailed discussion of the project, including background, objectives, and key features. The discretionary actions required to implement the project are also included.

Chapter 4.0, Environmental Analysis. Provides a detailed evaluation of potential environmental impacts. Each issue area in Chapter 4.0, Environmental Analysis includes a description of the existing conditions relevant to each environmental topic; presentation of threshold(s) of significance for the particular issue area under evaluation; identification of an issue statement; an assessment of any impacts associated with implementation of the project; a summary of the significance of any project impacts, including cumulative impacts; recommendations for mitigation measures and mitigation, monitoring, and reporting for each significant issue area; and a conclusion regarding the significance of the impact after mitigation, where applicable.

Chapter 5.0, Mandated CEQA Sections. Evaluates the CEQA required topics of Significant Environmental Effects Which Cannot Be Avoided if the Project is Implemented, Significant Irreversible Environmental Changes Which Would Result if the Project is Implemented, and Growth Inducement.

Chapter 6.0, Project Alternatives. Provides a description of alternatives to the project, including Alternatives Considered but Rejected, a No Project Alternative, and the Reduced Density Project Alternative.

Chapter 7.0, Certification and Report Preparers. Identifies the individuals responsible for the preparation of the PEIR.

Chapter 8.0, References Cited and Agencies Contacted. Lists all of the reference materials cited in the PEIR and identifies all of the individuals and agencies contacted during preparation of the PEIR.

Chapter 9.0, MMRP. Documents all the mitigation measures identified in the PEIR and required as part of the project.

1.3.4.2 Appendices

The following appendices are included in the PEIR:

- Appendix A: NOP and comments received during public review.
- Appendix B: Air Quality Analysis: CalEEMod modelling and calculation data (RECON)
- Appendix C: Noise Analysis: Noise modelling and calculation data (RECON)
- Appendix D: City of Oceanside General Plan Update Transportation Impact Study and Traffic operations Analysis (CR Associates)

In addition, the technical appendices, used as a basis for much of the environmental analysis in the PEIR, have been summarized in the PEIR and are printed under separate cover as part of the PEIR.

The technical appendices are available for review at the City Planning Division, 300 North Coast Highway, Oceanside, California 92054.

1.3.4.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR references several technical studies and reports, including the City of Oceanside General Plan. Where applicable, information from these documents is summarized, and their relationship to the PEIR described. These documents are included in Section 10.0, References Cited and Agencies Contacted, are hereby incorporated by reference, and are available for review at the City Planning Division, 300 North Coast Highway, Oceanside, California 92054.

1.4 PEIR Process

The PEIR review process occurs in two stages. The first stage is the Draft PEIR, which offers the public the opportunity to comment on the document, while the second stage is the Final EIR, which provides the basis for making a final decision on the project.

1.4.1 Draft PEIR

In accordance with Sections 15085 and 15087(a)(1) of the CEQA Guidelines, upon completion of the Draft PEIR a Notice of Completion is filed with the State Office of Planning and Research, and notice of availability of the Draft PEIR issued in a newspaper of general circulation in the area.

The Draft PEIR is distributed for review to the public and interested and affected agencies for the purpose of providing comments "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 and mitigated" (Section 15204, CEQA Guidelines).

This Draft PEIR and all related technical studies are available for review during the public review period at the offices of the City Planning Division, located at 300 North Coast Highway, Oceanside, California 92054. Copies of the Draft PEIR are also available at the City of Oceanside Mission Branch Public Library (3861-B Mission Avenue, Oceanside, California 92058).

1.4.2 Final PEIR

Following public review of the Draft PEIR, the City will provide written responses to comments per CEQA Guidelines Section 15088 and will consider all comments in making its decision to certify the Final PEIR. Responses to the comments received during public review, a MMRP, Findings of Fact, and a Statement of Overriding Considerations for any impacts identified in the Draft PEIR as significant and unavoidable will be prepared and compiled as part of the Final PEIR. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR as being complete and in accordance with CEQA.

Chapter 2.0
Environmental Setting

2.1 Regional Setting

The City of Oceanside (City) is in northwestern San Diego County, approximately 35 miles north of the city of San Diego and 80 miles south of the city of Los Angeles. Regional access to the City is provided by Interstate 5 (I-5), which runs north-south through the City and State Route 76 (SR-76) and State Route 78 (SR-78) traverse the City in the east-west direction, extending to the Interstate 15 (I-15) corridor. The historic Coast Highway parallels I-5 and links the City to the neighboring city of Carlsbad to the south. Figure 2-1 provides the project regional location. Figure 2-2 shows the City's location on a United States Geographic Survey topographic map. Figure 2-3 shows the City from an aerial view.

2.2 Project Area

The project consists of three separate but inter-related documents: the General Plan Update (GPU) and Climate Action Plan (CAP) Update, which are applicable to the entire City; and adoption of the Smart and Sustainable Corridors Specific Plan (SSCSP), which encompasses the City's three main commercial corridors, referred to as the SSCSP Planning Area. The total acreage of the City is 27,012 acres.

The City is surrounded by Marine Corps Base Camp Pendleton to the north, the unincorporated rural communities of Fallbrook and Bonsall to the northeast, the city of Vista to the southeast, and the city of Carlsbad to the south. The City's southwestern border includes three miles of Pacific Ocean coastline. The lower San Luis Rey River, Loma Alta Creek, and Buena Vista Creek flow in a westerly direction through the City draining into the Pacific Ocean.

A portion of the City is located within the state's Coastal Zone. Land uses in this area are governed by the Local Coastal Program (LCP), which is certified and monitored by the California Coastal Commission.

The SSCSP Planning Area encompasses 1,437 acres, including 254 acres of roads and other rights-of-way (roads and rights-of-way constitute about 18 percent of the total land area), as well as properties with frontage along Mission Avenue, Oceanside Boulevard, and Vista Way. The Mission Avenue corridor runs east-west in the north part of the City. It parallels SR-76 through the San Luis Rey River Valley, which connects I-5 to I-15, roughly eight miles east of City limits. The Oceanside Boulevard corridor runs east-west in the central part of the City from the Pacific Ocean to Melrose Drive, where it turns into Bobier Drive as it enters the city of Vista. The Vista Way corridor runs east-west along the southern border of the City. Segments of Vista Way west of I-5 are not included within the SSCSP planning area. The corridors generally abut residential neighborhoods on both sides. All three corridors are bounded by hillsides and include waterways.

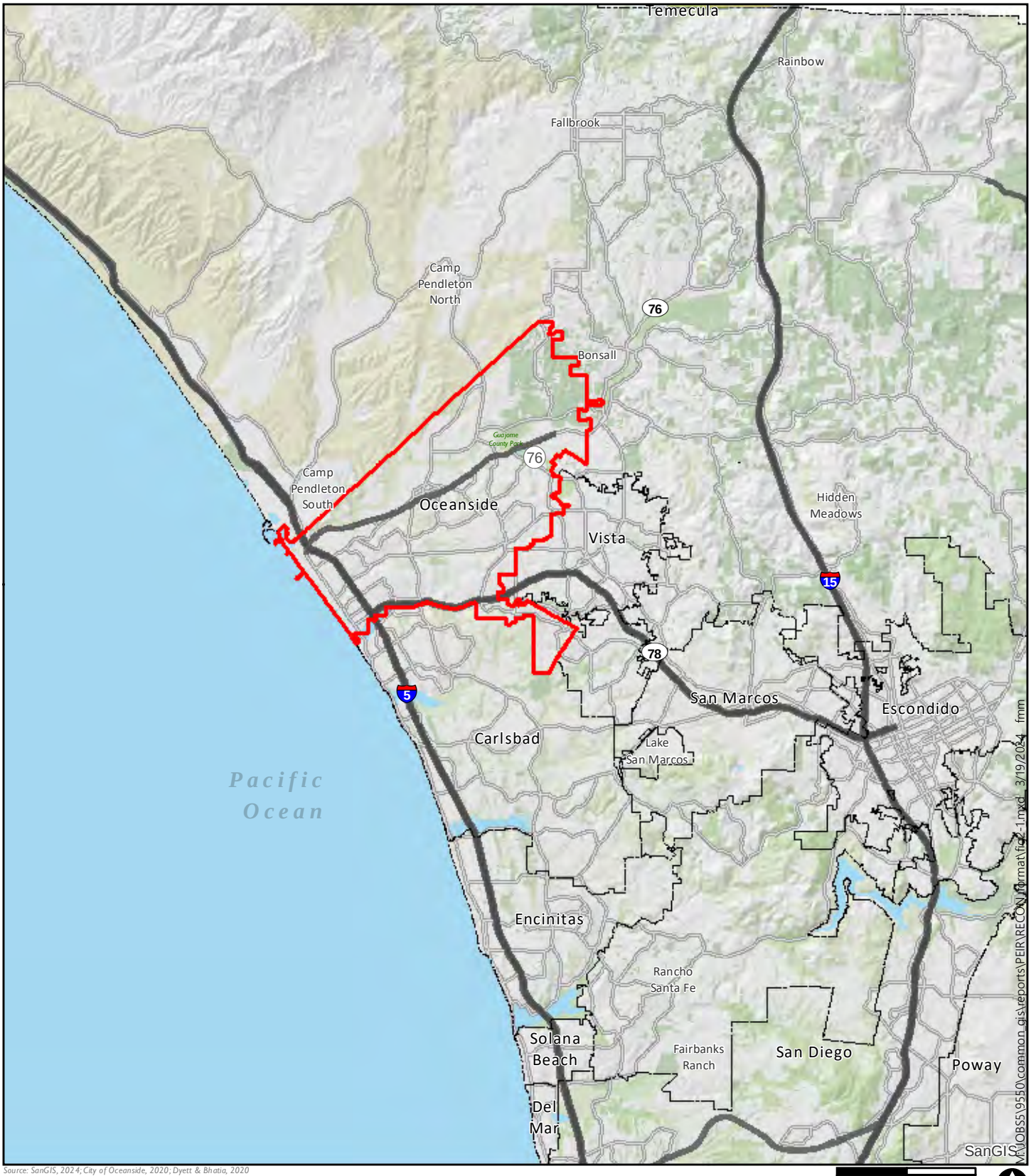


FIGURE 2-1
Regional Location



Source: SanGIS, 2024; City of Oceanside, 2020; Dyett & Bhatia, 2020

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City of Oceanside

FIGURE 2-2
Project Location on USGS Map



City of Oceanside

Neighbor City

Oceanside Transportation Center

Rail

FIGURE 2-3

Project Location on Aerial Photograph

2.3 Existing Land Use Pattern

The City west of I-5 encompasses an approximate half-mile-wide, three-mile-long, stretch of land paralleling the Pacific Ocean. This area features a traditional development pattern, with short blocks, alleyways, and a diverse mix of uses, including a concentration of commercial uses along Coast Highway and a wide range of coastal amenities and other public uses. The Townsite and South Oceanside Neighborhood Planning Areas are located within this portion of the City.

To the east of the I-5, the City exhibits a much more suburban character, featuring large single-family subdivisions, strip commercial development, and large industrial parks. This portion of the City is composed of a dispersed land use pattern, dominated by relatively low-density residential uses. Table 2-1 summarizes existing land uses in the City.

Table 2-1
Existing Land Use Summary

Land Use	Acreage	Percent of Project by Area
Agricultural	2,861	10.6
Commercial	878	3.3
Industrial	945	3.5
Parks/Open Space	5,757	21.3
Public/Institutional	1,562	5.8
Residential	9,716	36
Roads/Right of Way	4,258	15.8
Vacant	9,716	3.8
Sphere of Influence	20	0.1
TOTAL	27,012	100
SOURCE: City of Oceanside 2021a.		

As summarized in Table 2-1, residential uses account for 36 percent of the City's total acreage. The next largest percentage of land use is attributed to parks/open space (21.3 percent). In the City's northeast corner, the South Morro Hills area contains most of the City's agricultural land, which comprises approximately 11 percent of total land use. Commercial uses occupy just three percent of the City. Most commercial uses—including retail, lodging, and offices—are along the City's commercial corridors, within the proposed SSCSP Planning Area.

2.4 Transit

The Oceanside Transit Center (OTC) serves as a major regional transit hub, with Breeze Bus, Coaster, Sprinter, Amtrak, and Metrolink services all offered. It is the only location in the region where these services converge. The OTC is the northern terminus of the Coaster, western terminus of the Sprinter, and southern terminus of the Metrolink (City of Oceanside 2021b). The North County Transit District (NCTD) proposes to redevelop the OTC as a mixed-use complex featuring housing, commercial uses, and "mobility hub" elements (City of Oceanside 2021a).

The NCTD also maintains a number of bus routes throughout the City, which connect riders from the various residential, commercial, and industrial areas of the City to the railway stations. Bicycle facilities within the City consist of a network of Class I (Bike Path), Class II (Bike Lane) and Class III (Bike Route) designated bike facilities (City of Oceanside Circulation Element 2012). The San Luis Rey River Trail and the Coastal Rail Trail are important regional bicycle facilities. A third regional bicycle facility, the Inland Rail Trail, is being pursued by SANDAG. When completed, the Inland Rail Trail will connect the City with the cities of Vista, San Marcos, and Escondido.

2.5 Land Use and Planning Context

Future development would be guided by the GPU and SSCSP, which is consistent with state, regional and local planning documents. A more detailed discussion of the planning context for various topics is provided within regulatory setting sections throughout this Program Environmental Impact Report (PEIR). As specifically discussed in Section 4.1, the project would be consistent with the California Coastal Act, state housing element law, San Diego Forward: The 2021 Regional Plan, draft Subarea Plan (SAP), Code of Ordinances, Local Coastal Plan, and Airport Land Use Consistency Plan.

2.6 Natural Environment

2.6.1 Biological Resources

While the City is dominated by developed, disturbed, and agricultural operations, sensitive habitats and species are supported, particularly in proximity to wetland and riparian areas along the San Luis Rey River, its tributaries, and scattered canyons throughout the City. The City supports a variety of native and non-native vegetation communities of varying sensitivity, including uplands and wetland habitats and unvegetated areas, such as streams, lagoons, and beaches. The City prepared a habitat conservation plan (draft SAP) consistent with the North County Multiple Species Conservation Program. The draft SAP was never adopted, and in 2021, the City Council directed City staff to address habitat conservation in the GPU.

A more detailed discussion of biological resources, including maps of potential occurrence areas for plant and wildlife species, and application of the goals of the draft SAP, is in Section 4.5 of this PEIR.

2.6.2 Cultural and Tribal Cultural Resources

The City has a long history of human occupation dating back approximately 10,000 years. The City is within the territory of the Luiseño Band and according to the South Coastal Information Center records, there are hundreds of historic and pre-historic sites within the City. The project provides an opportunity to develop policies focused on creating open space and other means of preserving known cultural resource areas, along with educational and historical context. A more detailed discussion of cultural resources is in Section 4.6 of this PEIR.

2.6.3 Climate, Air Quality, and Greenhouse Gas Emissions

The project area, like the rest of San Diego County, has a Mediterranean climate characterized by warm, dry summers and mild winters. Long-term measurements at the Oceanside Marina indicate that winter low temperatures in the City average about 45 degrees Fahrenheit, and summer high temperatures average about 71 degrees Fahrenheit. The average annual precipitation is 10.5 inches, falling primarily from December to March (Western Regional Climate Center 2024).

The City lies within the San Diego Air Basin, as identified by the California Air Resources Board (CARB). The region's climate and air circulation patterns, combined with heavy traffic and urbanized land uses, contribute to the region being classified by the CARB as a non-attainment area for ozone and particulate matter standards. Air quality is discussed in greater detail in Section 4.4 of this PEIR.

A year 2018 greenhouse gas (GHG) inventory was conducted for the City as part of the CAP Update. Total communitywide emissions totaled 846,000 metric tons of CO_2 equivalent. The CAP Update includes reduction measures to assist the City in reducing GHG to meet state targets. A detailed analysis of the project's forecasted GHG emissions and future application of reduction measures is discussed in Section 4.9 of this PEIR.

2.6.4 Geology and Landform

City elevations range from zero along the coast to 940 feet above sea level, inland. The topography throughout the City can be characterized into three physiographic regions: low-lying coastal areas along the Pacific Ocean; the areas that comprise the City's three principal waterways; and the foothills and higher elevations located along the eastern boundary of the City.

The City is within the coastal sub province of the Peninsular Ranges Geomorphic Province. Geological formations underlying the City are largely composed of sedimentary rocks, identified as coarse-grained, with alluvial formations along and fanning out from the San Luis Rey River, Loma Alta Creek, and Buena Vista Creek beds. Landslide susceptible areas are located adjacent to the alluvial planes, within Federal Emergency Management Agency (FEMA) designated floodplains.

Geological formations, including topography and major landforms located throughout the City throughout, are discussed in greater detail in Section 4.8 of this PEIR.

2.7 Hydrology and Water Quality

2.7.1 Watersheds

The City spans four watersheds: the San Luis Rey River Watershed includes the northern and northeast portion of the City, including a majority of the South Morro Hills area; the Loma Alta River Watershed includes the central portion of the City; the Buena Vista Creek Watershed includes southern portions of the City; and the Agua Hedionda Creek Watershed, which is mostly within the city of Carlsbad and includes the southernmost tip of the City. A detailed discussion of the City

watersheds and primary water bodies, as well as citywide draining is discussed in greater detail in Section 4.11 of this PEIR.

2.7.2 Water Quality

The City is home to a variety of waterbodies, such as rivers, creeks, lakes, lagoons, and the Pacific Ocean, all of which are popular destinations for fishing enthusiasts, boaters, skiers, bathers, and birdwatchers. Each of the watersheds have been identified as impaired for several pollutants under Section 303(d) of the Federal Clean Water Act. The identification of polluted waters is based on the total maximum daily loads of pollutants within the water body, as well as determining each waterbody's primary beneficial use. Water quality is discussed in greater detail in Section 4.11 of this PEIR.

2.7.3 Flooding

Several areas throughout the City are vulnerable to flooding including the coastal zones and designated Special Flood Hazard Area (SFHA) located primarily along San Luis Rey River, Loma Alta Creek, and Buena Vista Creek. The SFHA is an area identified by the FEMA as an area with a special flood or mudflow, and/or flood related erosion hazard. Several portions of the Planning Area are subject to a 100-year flood. Details of the locations of the FEMA floodplains and floodways located throughout the City, constraints and permit requirements are discussed in greater detail in Section 4.11 of this PEIR.

2.8 Public Infrastructure

Since the City is primarily developed, infrastructure, including roads, water, sewer, energy, and communication facilities, is available. Public utilities are discussed in greater detail in Section 4.17 of this PEIR.

2.8.1 Water Systems

The City of Oceanside Water Utilities Department is responsible for providing water service throughout the Oceanside Water District, which is contiguous with the City's boundaries. Water supplies are purchased from the San Diego County Water Authority (SDCWA). The water supply and distribution system include connections to five SDCWA aqueducts and the City's Mission Basin Groundwater Purification Facility. The City's water distribution system facilities include 12 storage reservoirs, nine booster pump stations, two water supply stations, 54 pressure regulating stations, and seven altitude valves. The existing water pipeline network consists of 574 miles of pipe ranging from two to 42 inches in diameter, with most of the pipes being sized at eight inches and made of asbestos cement pipe. Additional details relating to water demand and supply and the adequacy of infrastructure are discussed in Sections 4.17.4 and 4.17.5 of this PEIR.

2.8.2 Wastewater Systems

The Water Utilities Department is also responsible for the operation and maintenance of the City's wastewater collection and treatment facilities. The department's wastewater system contains over 450 miles of pipelines, which collect and transport wastewater to two wastewater treatment plants, the San Luis Rey Water Reclamation Facility and the La Salina Wastewater Treatment Plant. The La Salina Wastewater Treatment Plant is scheduled to be decommissioned within the next five years, with wastewater treatment to be consolidated at the San Luis Rey facility, which has an overall treatment capacity of 13.5 million gallons per day (City of Oceanside 2020). Additional details relating to wastewater facilities and capacity are discussed in Sections 4.17.4 and 4.17.6 of this PEIR.

2.8.3 Solid Waste

The City provides solid waste collection and disposal services through its contractor, Waste Management of North County, Inc. The services consist of residential, commercial, and industrial solid waste and designated recyclables collection service. Solid waste is hauled to one of three landfills: Otay Landfill in the city of Chula Vista; El Sobrante Landfill in the city of Corona, and Sycamore Landfill in the city of San Diego. All landfills have remaining capacity to continue to serve the City. Additional details relating to reduction of waste and the City's Zero Waste and recycling programs are discussed in Section 4.17 of this PEIR.

Chapter 3.0
Project Description

Consistent with Section 15168 of the California Environmental Quality Act (CEQA) Guidelines, this Program Environmental Impact Report (PEIR) provides a programmatic analysis of the potential environmental impacts associated with implementation of the goals, policies, actions, and projected buildout of the following planning documents:

- General Plan Update (GPU)
- Smart and Sustainable Corridor Specific Plan (SSCSP)
- Climate Action Plan (CAP) Update

These separate planning documents are part of a comprehensive planning effort collectively referred to as Onward Oceanside (project). As described in Section 15168 of the CEQA Guidelines, program level environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. The project, which is the subject of this PEIR, is pursued by the City of Oceanside (City) to develop broad and updated policy and regulatory documents to guide the future development of the City.

3.1 Project Background

Per the State of California Government Code Section 65300, each city or county must adopt a long-term General Plan "for the physical development of the county or city, and of any land outside its boundaries." The General Plan reflects the development goals of the community and represents public policy relative to the distribution of both public and private land uses. Therefore, each city and county in California is required to adopt a comprehensive, long-term General Plan. The purpose of this planning exercise is to plan for important community issues, such as new growth, housing needs and environmental protection. A General Plan is also used to project future demand for services, such as sewer, water, roadways, parks, and emergency services.

The City has never prepared a comprehensive update to its General Plan. Rather, the City has prepared and updated individual elements in response to evolving state planning law. Some of the City's current General Plan elements were originally prepared in the 1970s and have not since been updated (Safety Element, Noise Element, Environmental Resources Management Element). The City prepared updates to the General Plan Circulation Element in 2012 and the Land Use Element was last updated in 1986. A Military Reservation Element was approved in 1981 and a Community Facilities Element and Hazardous Waste Management Element were approved in 1990.

In 2017, the City commenced a Phase 1 GPU which introduced two new optional General Plan elements, namely an Economic Development Element (EDE) and an Energy and Climate Action Element (ECAP). These two General Plan elements were adopted along with a CAP on May 8, 2019. This Phase 1 GPU effort informs and provides important policy direction for the current effort as it pertains to economic development, achieving a balance between housing and employment, and

encouraging economic growth in an environmentally sensitive manner that supports state and local goals for greenhouse gas emission reductions.

In early 2020, the City started Phase 2 of its GPU with a comprehensive planning effort involving extensive stakeholder outreach including citywide workshops, neighborhood meetings, forums, community surveys, stakeholder interviews, ad hoc meetings, email correspondence, and City Council and Planning Commission workshops. This engagement resulted in the development of guiding principles that summarize the broad goals to be achieved through the GPU and its companion planning documents, the SSCSP and an updated CAP, collectively referred to as the project.

As part of the comprehensive GPU, and in accordance with timeframes established by state law, the City previously prepared and adopted the 6th Cycle Housing Element Update. The 6th Cycle Housing Element, effective April 15, 2021 to April 15, 2029, was adopted by City Council on June 16, 2021 (revised February 2022; City of Oceanside 2022a). The California Department of Housing and Community (HCD) certified the Housing Element on November 14, 2023. Generally, the Housing Element evaluates the City's existing housing supply and analyzes the City's population, employment, and household characteristics to address topics such as low-income housing needs, overpayment, and overcrowding. Specific programs are identified in the Housing Element that describe how the City would implement and achieve its housing goals and policies. The project would support implementation of Housing Programs 7 and 8, which address the City's compliance with the state Regional Housing Needs Allocation (RHNA) goals assigned to the City, and Program 9, which establishes new zoning standards for properties identified as having the capacity to accommodate additional housing.

3.2 Project Objectives

In accordance with CEQA Guidelines Section 15124, the following primary objectives support the purpose of the project, assist the lead agency in developing a reasonable range of alternatives to be evaluated in this PEIR, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary.

1. Create opportunities for residential growth and economic development throughout the City, supporting a balance between employment and housing opportunities.

2. Address required rezoning to implement Programs 7, 8, and 9 of the 6th Cycle 2021-2029 Housing Element providing for the opportunity for future residential development with a density range of at least 35 dwelling units per acre (du/ac) on selected sites.

3. Channel the bulk of future housing and job growth into already urbanized areas to reduce urban sprawl, create synergies between residential and non-residential uses, and promote active transportation and transit ridership.

4. Minimize potential land use compatibility conflicts associated with the proposed changes to existing land use designations and zoning.

5. To the extent feasible, protect the integrity of existing single-family neighborhoods and provide appropriate transitions between these neighborhoods and adjacent areas accommodating more intensive land use and development.

6. Facilitate the preservation and proper stewardship of passive and recreational open space, sensitive habitat, and other natural resources.

7. Provide adequate community services and facilities to all community members and coordinate with other public agencies and the local non-profit sector to maintain and expand access to health care, educational opportunities, recreational activities, cultural and social experiences.

8. Identify, protect, and enhance those characteristics that make the City a unique and interesting community.

9. Promote water conservation, energy efficiency, renewable energy sourcing, and other sustainable practices.

10. Minimize risks associated with natural hazards, including those exacerbated by climate change, and enhance the resiliency of historically under-resourced communities.

3.3 Project Component Parts

The project consists of three separate but interrelated planning documents.

- The GPU would recreate the policy framework and the associated land use designations of the existing General Plan and serve as the blueprint for physical development throughout the City.
- The SSCSP would facilitate infill and redevelopment along the City's major east-west commercial corridors: Mission Avenue, Oceanside Boulevard, and Vista Way.
- A CAP Update would address greenhouse gas emissions associated with changes in density and intensity of land uses implemented through the GPU and SSCSP.

The analysis of potential impacts focuses on parcels throughout the City where the project either, (1) proposes changes to existing land use designations or (2) where the land uses designation would not change, but growth is anticipated to occur. Additionally, potential impacts of the project are analyzed considering overall policy implications of the GPU, SSCSP, and CAP Update. The project's component parts are discussed below.

3.4 General Plan Update

A General Plan is a set of policies and programs that serve as the blueprint for physical development. Its purpose is to establish a long-range vision for the community and to plan for important community issues, such as new growth, housing needs, public services, and environmental protection. A General Plan expresses broad community values and goals, outlines a vision of how

the community should look in the future, and provides steps for achieving this vision. Overall, the City's GPU has been guided by the following general principles:

- Ensure opportunity and quality of life for future generations;
- Create a distinct sense of place;
- Promote environmental justice and social equity;
- Preserve and enhance neighborhood character;
- Promote a stable, diverse, and jobs-rich local economy;
- Provide housing opportunities;
- Establish inclusive and transparent decision-making processes;
- Expand mobility options;
- Protect public health and safety;
- Enhance resilience and response to nature hazards;
- Preserve and enhance natural resources;
- Reduce greenhouse gas emissions;
- Preserve cultural resources; and
- Enhance recreational opportunities.

The recently adopted General Plan elements, the EDE and ECAP, would continue to provide a policy framework for supporting economic growth and reducing energy use and greenhouse gas emissions within the City. For this GPU, the City has organized its updated General Plan elements around themes and guiding principles that reflect community input, the findings of technical studies, and state and regional priorities. The updated elements contain all state-mandated requirements, providing newly drafted goals, objectives, policies, and specific actions for future land use decision making. Table 3-1 shows the updated elements included in this GPU with associated key topics and policy focus. Table 3-1 also provides reference to the sections within this PEIR where corresponding environmental issues are analyzed.

Table 3-1
City of Oceanside Proposed General Plan Elements

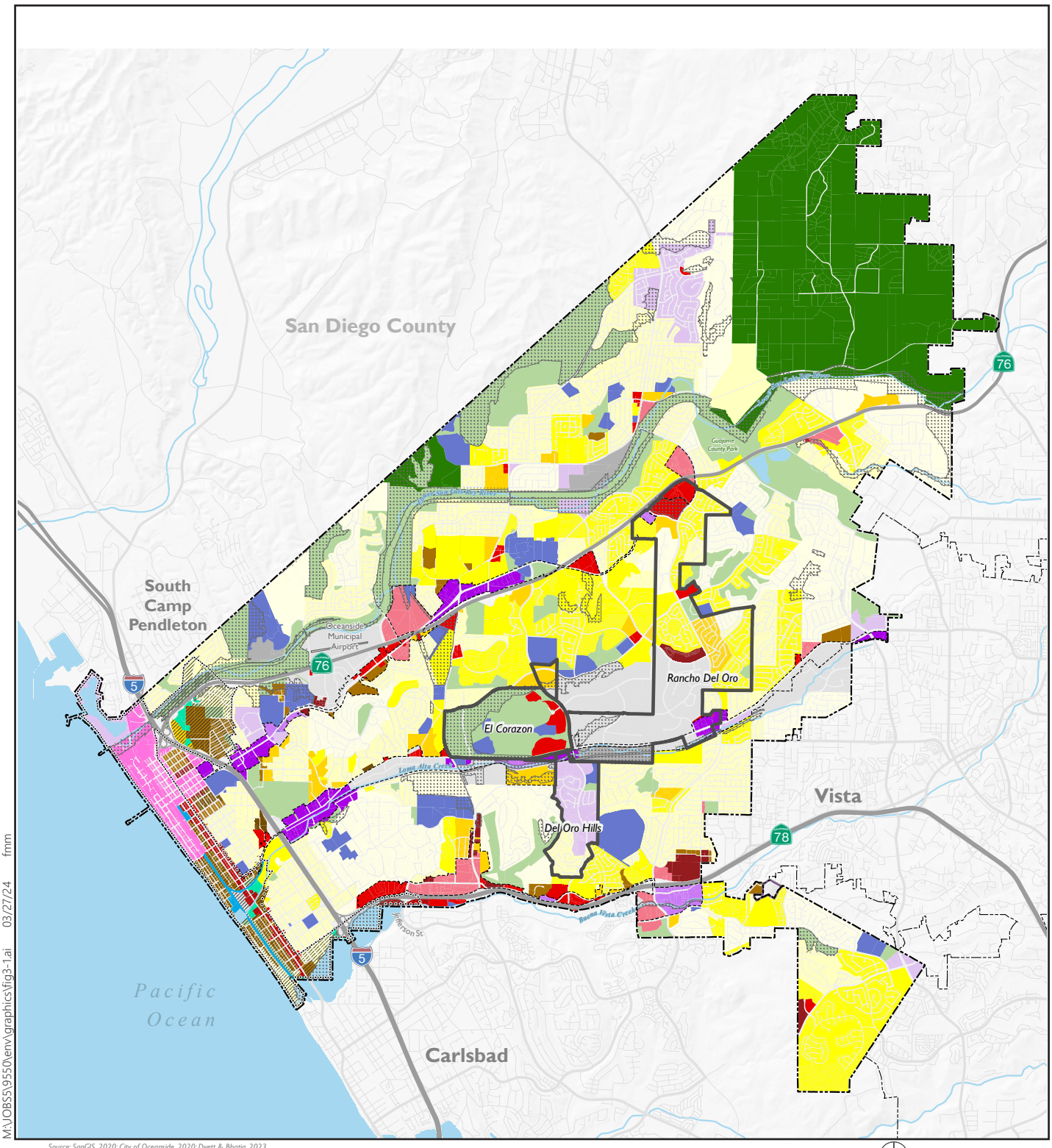
New General Plan Element	Key Topics/Policy Focus	Environmental Issue
Efficient and Compatible Land Use (ECLU)	Land Use Designations Building Scale and Design Mixed-use Design-infill and Redevelopment Access to Housing	Land Use Aesthetics Population and Housing
Integrated Mobility (IM)	Multi-modal/Transit Access Traffic Calming Vehicle Miles Traveled (VMT)	Transportation Greenhouse gas (GHG)
Remarkable Communities (RC)	Neighborhood Character/Urban Design Scenic Views Historic Resources	Land Use Aesthetics Cultural/Tribal Cultural Resources
Vital and Sustainable Resources (VSR)	Sensitive Habitat Conserving Natural Resources Open Space Soils/Farmland	Biological Resources Agricultural Resources Air Quality GHG

Table 3-1 City of Oceanside Proposed General Plan Elements		
New General Plan Element	Key Topics/Policy Focus	Environmental Issue
	Air and Water Quality Coastal Resources GHG Emissions/Climate Action	Hydrology/Water Quality Geology and Soils Mineral Resources
Safe and Resilient Environment (SRE)	Natural and Man-made Hazards Evacuation and Emergency Response Wildfire, Flooding, Landslides, Seismic Activity, Tsunamis Hazardous Materials Climate Change, Adaptation, and Resiliency Airport Hazards Public Safety	Hazards/Hazardous Materials Wildfire Geology and Soils Hydrology/Water Quality
Healthy and Livable Community (HLC)	Parks Community Facilities and Services Community Health Library and Education Services Energy, Waste, Water Utilities Noise Standards Technology/Telecommunications	Energy Public Facilities Public Utilities Recreation Noise

Implementation of the GPU would result in the establishment of the City's approach to growth and change addressing many aspects of development. The following sections provide a summary of the GPU framework's main issues including land use changes (Section 3.4.1); updated general plan elements (Section 3.4.2); citywide mobility (Section 3.4.3); streetscape improvements (Section 3.4.4); improved parks and recreational opportunities (Section 3.4.5); and preservation of resources (Section 3.4.6).

3.4.1 Summary of Land Use Changes

The GPU would result in increased density and intensity of land uses throughout the City, allowing for significantly expanded residential capacity and employment opportunities. Figure 3-1 shows the GPU Land Use Plan. As shown, most development potential is concentrated along the City's main corridors. The citywide average for new residential development is projected to be 32 du/acre, increasing housing units by approximately 17,000 and creating approximately 28,000 new jobs (see Section 3.7 for additional details of the project's projected buildout and growth potential).



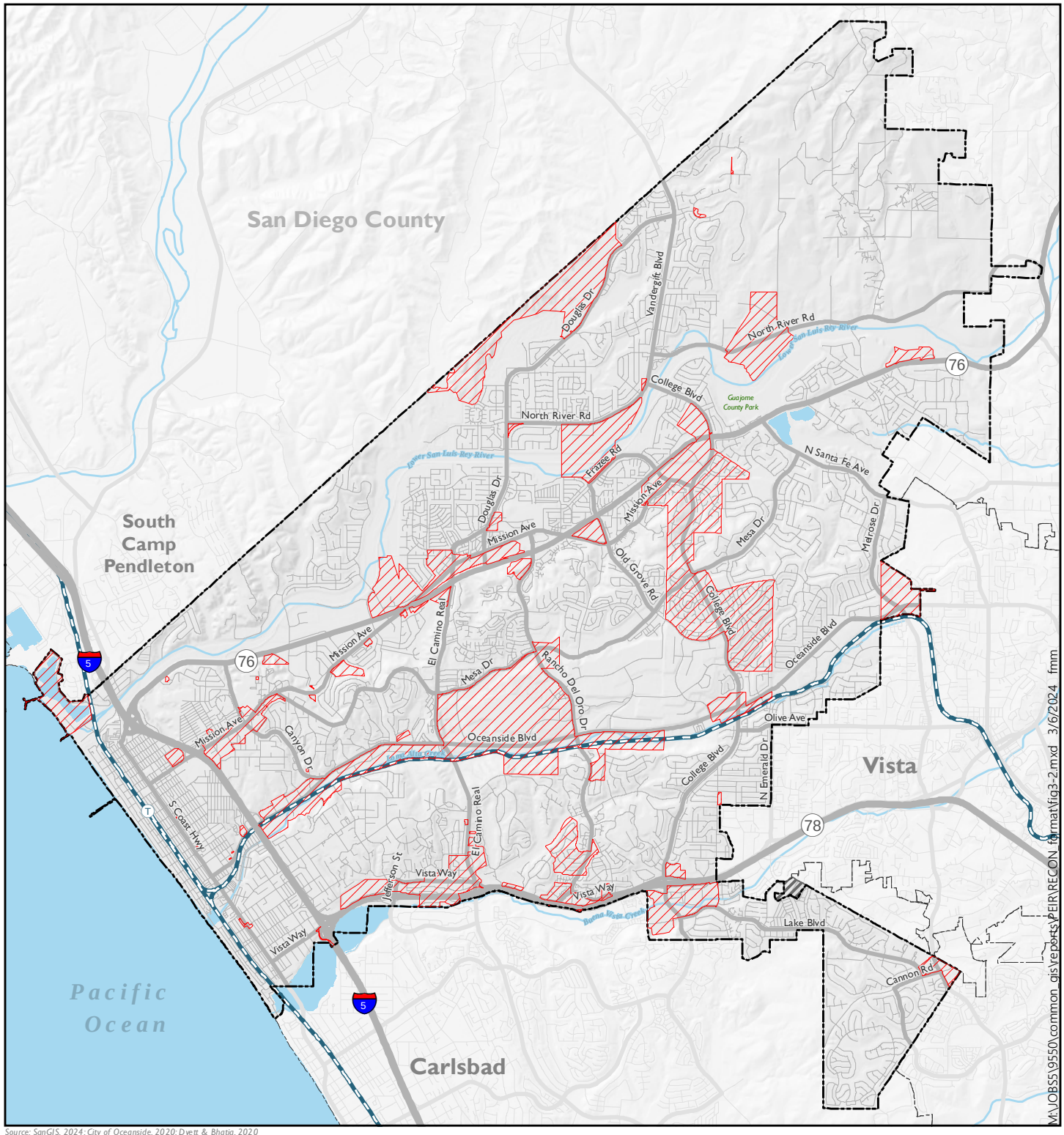
Source: SanGIS, 2020; City of Oceanside, 2020; Dyett & Bhatia, 2023

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FIGURE 3-1
General Plan Update Land Use Plan

The Land Use Plan identifies existing land uses as well as areas of the City where land use designations would be modified under the GPU. Proposed changes to land uses throughout the City fall into two general categories. This first category is those parcels in which the GPU specifically proposes changes to existing land use designations. Figure 3-2 highlights the areas where changes to the existing land use designations are proposed. As shown in Figure 3-2, most areas of change are located along the City's commercial corridors. Specifically, the Oceanside Boulevard and Mission Avenue corridors would accommodate over half of all new housing growth, and the Mission Avenue corridor would support a significant percentage of the projected commercial growth. The Vista Way corridor would maintain strong regional-serving retail and medical office sectors while providing for new housing through mixed-use development. New industrial zoning would encourage uses such as research and development that would be consistent with nearby residential areas and would offer greater employment opportunities. The redesignation of a few industrial sites in proximity to transit would allow for future mixed-use development. Development regulations and design criteria of the corridors would be governed by the SSCSP.

The second category of land use changes are those where no change to land use is proposed. However, through redefined development ranges, greater density and/or intensity of uses than previously allowed. Table 3-2 provides a summary of allowable residential density under the proposed GPU land uses compared to existing designations.



Source: SanGIS, 2024; City of Oceanside, 2020; Dyett & Bhatia, 2020

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FIGURE 3-2
Areas of Change

Table 3-2 Proposed GPU Land Uses (Efficient and Compatible Land Use Element)			
Existing Designation/ Density Range	GPU Land Use Designation	GPU Proposed Density/ Development Range	Summary of Increased Development Potential under GPU
Estate A: 0.5-0.9 du/ac	Residential Estate (RE-A)	Maximum 0.9 du/ac	Designation and residential density allowance would remain the same.
Estate B: 1.0-3.5 du/ac	Residential Estate (RE-B)	Maximum 3.5 du/c	Designation and residential density allowance would remain the same.
Single-Family Detached: 3.6-5.9 du/ac	Single Family Detached (SFD)	3.5-6.0 du/ac	Designation and residential density allowance would remain the same.
Medium Density A: 6.0-9.9 du/ac Medium Density B: 10.0-15.0 du/ac	Low-Medium Density Residential (LMD-R)	6.0-15.0 du/ac	GPU would consolidate Medium Density A and B designations under LMD-R. Residential density allowances would be increased for Medium Density A.
Medium Density C: 15.1-20.9 du/ac	Medium Density Residential (MD-R)	Maximum 30.0 du/ac	Residential density allowances would be increased.
High Density: 21.0-28.9 du/ac	High Density Residential (HD-R)	Maximum 40.0 du/ac	Residential density allowances would be increased.
Urban High Density: 29.0 – 43.0 du/ac	Urban High Density Residential (UHR)	30.0-50.0 du/ac	Residential density allowances would be increased.
N/A	Corridors Mixed Use (CoMU)	Maximum 40.0 du/ac	New GPU designation allowing high density Mixed-use development.
N/A	Centers Mixed Use (CeMU)	Maximum 55.0 du/ac	New GPU designation allowing high density Mixed-use development.
Downtown	Downtown (D)	See Local Coastal Plan	
Neighborhood Commercial: Residential density maximum of 29 du/ac; Community Commercial: Residential density maximum of 29 du/ac	Neighborhood Commercial (NC)	Residential maximum density of 29 du/ac	Neighborhood Commercial and Community Commercial designations are merged; there is no resulting change in allowable residential density.
General Commercial: Residential density maximum of 29 du/ac; Special Commercial: Residential density maximum of 29 du/ac	General Commercial (GC)	Residential density maximum of 29 du/ac	General Commercial and Special Commercial designations are merged; there is no resulting change in allowable residential density.
Professional Commercial: Residential density maximum of 29 du/ac Commercial Enhancement: Residential density maximum of 29 du/ac	Professional Commercial (PC)	Residential density maximum of 29 du/ac	Professional Commercial and Commercial Enhancement designations are merged; there is no resulting change in allowable residential density.
General Industrial: No allowable residential development;	General Industrial (GI)	No allowable residential development	General Industrial and Light Industrial designations are merged; residential development remains prohibited.

Table 3-2 Proposed GPU Land Uses (Efficient and Compatible Land Use Element)			
Existing Designation/ Density Range	GPU Land Use Designation	GPU Proposed Density/ Development Range	Summary of Increased Development Potential under GPU
Light Industrial: No allowable residential development			
Research Park: No allowable residential development	Research & Development (RD)	No allowable residential development	Residential development remains prohibited.
Agriculture: Maximum 0.4 du/ac, minimum lot size of 2.5 acres	Agriculture	Maximum 0.4 du/ac, minimum lot size of 2.5 acres on properties less than 40 acres in size. On properties over 40 acres in size, allow clustered development as per GP policy 5-77.	GPU allows clustered development on properties larger than 40 acres.
du/ac = dwelling units per acre.			

Details of the GPU's anticipated buildout and growth projections are discussed in Section 3.7, below.

3.4.2 Updated General Plan Elements

The following paragraphs provide a summary of the City's organization and content of each updated element; specific policies are discussed throughout Chapter 4.0 of this PEIR.

3.4.2.1 Efficient and Compatible Land Use Element (ECLU)

The ECLU guides the location, form, and character of new development throughout the City. It promulgates the principles of efficient use of limited resources, access to housing, and adequate land resources for employment-oriented uses. Goals and policies identified in the ECLU include promotion of efficient land uses to encourage walkable neighborhoods, neighborhood commercial developments, high density residential and mixed-use projects; and new development of compatible land uses especially within mixed-use areas. The ECLU provides direction for future development with respect to building scale and form, mixed-use design, parking, edge connections and buffers, nature in the built environment, and home occupations. Goals and policies support the following objectives:

- Infill and redevelopment within the City's major commercial corridors, at intensities and densities that support a broad mix of complementary uses, active transportation, and transit service;
- New housing in commercial districts, primarily in conjunction with mixed-use development but also in the form of standalone residential uses where appropriate; and

- Industrial areas reserved primarily for industrial uses, flexible commercial land use standards (e.g., providing for low-intensity, low-impact industrial uses), new housing that increases demand for local commercial goods and services, incubator space for start-up businesses, expansion of biotechnology, research and development, precision manufacturing, healthcare, active lifestyle, and hospitality sectors.

3.4.2.2 Integrated Mobility Element (IM)

This Integrated Mobility Element (IM) promulgates the principle of safe, convenient, affordable, and sustainable mobility options. With the City's roadway network largely built out, and with few opportunities to add roadway capacity for automobiles, the IM focuses on improving the efficiency of the roadway network while encouraging alternative modes of transportation. Additionally, the IM promotes the transition to low and zero-emission vehicles, encouraging the expansion of electric and hydrogen vehicle charging facilities and exploring ways to motivate community members to choose vehicles powered by clean and renewable energy. Key topics in this element include roadway efficiency, active transportation improvements (including complete streets, transit access, pedestrian and bicycle facilities), transit service, transportation demand management (TDM), and zero-emission vehicles. Goals and policies support the following objectives:

- Enhanced integration of different travel modes;
- Complete streets;
- Safe, accessible, and attractive transit facilities;
- First-mile/last-mile connections (e.g., micro-mobility); and
- Reduced vehicle miles traveled (VMT).

3.4.2.3 Remarkable Community Element (RC)

The Remarkable Community Element (RC) promulgates principles focused on strengthening the City's sense of place, preserving and enhancing neighborhood character, protecting historic and tribal resources, and promoting Oceanside as a visitor destination. Key topics in this element focus on urban design, neighborhood character, public spaces, scenic views, historic and tribal resources, and visitor-oriented amenities and activities. Goals and policies support the following objectives:

- Strengthen the City's sense of place;
- Preserve and enhance neighborhood character;
- Protect cultural and tribal resources; and
- Promote the City as a visitor destination.

3.4.2.4 Vital and Sustainable Resources Element (VSR)

The Vital and Sustainable Resources Element (VSR) addresses the preservation of resources including biological, cultural, historic, tribal cultural, visual resources, and agriculture. Key topics in this element

include sensitive habitat, soils, farmland, water resources, air quality, and greenhouse gas (GHG) emissions. Goals and policies support the following objectives:

- Conserve natural resources;
- Conserve open space;
- Protect air/water quality; and
- Reduce greenhouse gas emissions.

3.4.2.5 Safe and Resilient Environment Element (SRE)

The Safe and Resilient Environment Element (SRE) addresses the state requirement to assess and minimize the community's vulnerability to natural and manmade hazards. Key topics in this element include natural hazards, human-induced hazards (e.g., crime, terrorism, and cyber threats, climate adaptation. Goals and policies support the following objectives:

- Understand risks associated with both natural and human-induced hazards;
- Build resilience against wildfire, flooding, landslides, drought, seismic activity, tsunamis, contagions;
- Ensure appropriate and adequate emergency response;
- Manage the production, distribution, and use of hazardous materials; and
- Create safe and secure public spaces.

3.4.2.6 Healthy and Livable Community Element (HLC)

The Healthy and Livable Community Element (HLC) provides and update to the City's Community Facilities Element. Key topics in this element include, public health and wellness, educational and recreational opportunities, access to goods and services, community facilities and services, access to technology, environmental justice, and social equity. Goals and policies support the following objectives:

- Create an environment conducive to healthy living;
- Minimize noise impacts;
- Ensure adequate community facilities and services;
- Enhance community engagement in the decision-making process;
- Utilize technology to bring efficiency to municipal operations; and
- Promote personal growth, social interaction, and inclusiveness.

3.4.2.7 6th Cycle Housing Element

As stated above, the City has adopted, and HCD certified, the 6th Cycle Housing Element. The 6th Cycle Housing Element is part of the City's GPU but is being processed separately and is therefore not one of the thematic elements evaluated in this PEIR.

This project would, however, result in land use changes that support implementation of Housing Element programs focused on the City's RHNA obligation of 5,443 dwelling units (composed of multiple types of residential units at multiple income levels). The Housing Element specifically

identifies an inventory of Candidate Rezone Sites (comprised of vacant and underutilized sites) along Vista Way, Oceanside Boulevard, and Mission Avenue. With the changes in land use designation to accommodate greater density within the SSCSP, the City estimates an additional 4,851 residential dwelling units would be accommodated within the City (City of Oceanside 2022a).

3.4.3 Citywide Mobility

Implementation of the GPU would encourage multimodal mobility improvements, especially along the City's major commercial corridors, improving safety and accessibility for transit riders, pedestrians, and bicyclists. IM Goals direct the City and future development to complete a safe and accessible pedestrian and bicycle network. Examples of GPU goals include the following:

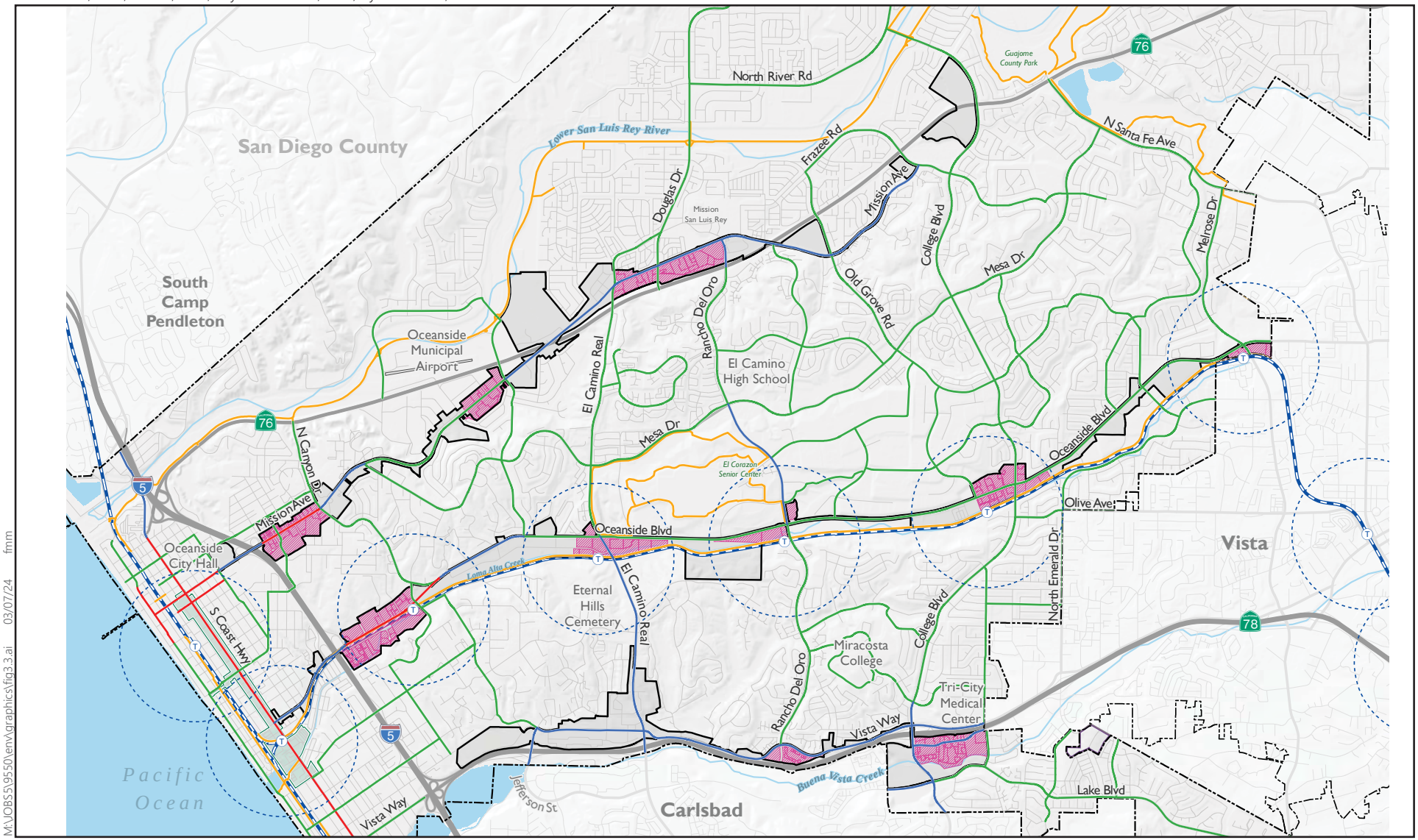
- Goal 4-A: Oceanside will be one of the most pedestrian and bicycle friendly communities in the San Diego region, with complete pedestrian and bicycle networks providing continuous and convenient access to transit, employment and retail centers, neighborhoods, schools, beaches, parks, public places, and other destinations.
- Goal 4-B: The City's active transportation networks will be free of physical barriers and hazards, providing for safe and efficient travel, and accommodating travelers of all abilities.
- Goal 4-C: The City's active transportation facilities will be comfortable and inviting, while contributing positively to the City's visual quality.
- Goal 4-D: The City's active transportation networks will be located and designed to provide viable alternatives to driving, linking travelers to a wide range of destinations, including commercial venues, public services, recreational opportunities, and transit.

3.4.3.1 Pedestrian Network

The IM includes recommendations for a pedestrian route type classification system developed to focus and prioritize investment in the City's pedestrian network and ensure that pedestrian improvements occur at the most appropriate locations. Pedestrian route type designations include Districts, Corridors, and Connectors. These routes are as shown in Figure 3-3 and defined as follows:

- District Routes: Meant to accommodate the highest level of pedestrian activity and could include significant streetscape amenities, wide sidewalks, enhanced crosswalks, lighting, street trees, and street furniture. The District Routes are proposed to be located within urban core and mixed-use areas.
- Corridor Routes: These pedestrian areas anticipate moderate levels of pedestrian activities and are designated along roadways that support commercial businesses, shopping districts, schools, and parks. Corridor Route features may include wider sidewalks with landscape buffer or street trees, pedestrian countdown signal heads with lead pedestrian intervals at signalized intersections, and high visibility crosswalks.
- Connector Routes: Connector Routes are designated for roadways with low pedestrian activity and moderate to high levels of vehicular traffic. This designation makes up the greatest portion of the pedestrian route type system. The Connector Route type is intended to consist of standard sidewalks with accessible curb ramps and marked crosswalks with advance stop bars at signalized intersections.

Source: CRA, 2023; SanGIS, 2020; City of Oceanside, 2020; Dyett & Bhatia, 2020



Route Typologies

- District
- Corridor
- Connector
- Multi-Use Path
- Pedestrian Priority Zones

- Planning Area
- Coast Highway Incentive District

- Sprinter Station
- Rail
- 1/2-mile Walkshed around Sprinter Stations

- City of Oceanside
- Sphere of Influence
- Neighbor City
- Water
- River/Creek

0 ¼ ½ 1 Mile

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Source: CRA, 2023; SanGIS, 2020; City of Oceanside, 2020; Dyett & Bhatia, 2020

FIGURE 3-3
General Plan Update Pedestrian Improvements

The IM provides recommendations for the design and enhancement of pedestrian routes (see GPU IM Figure 4-2).

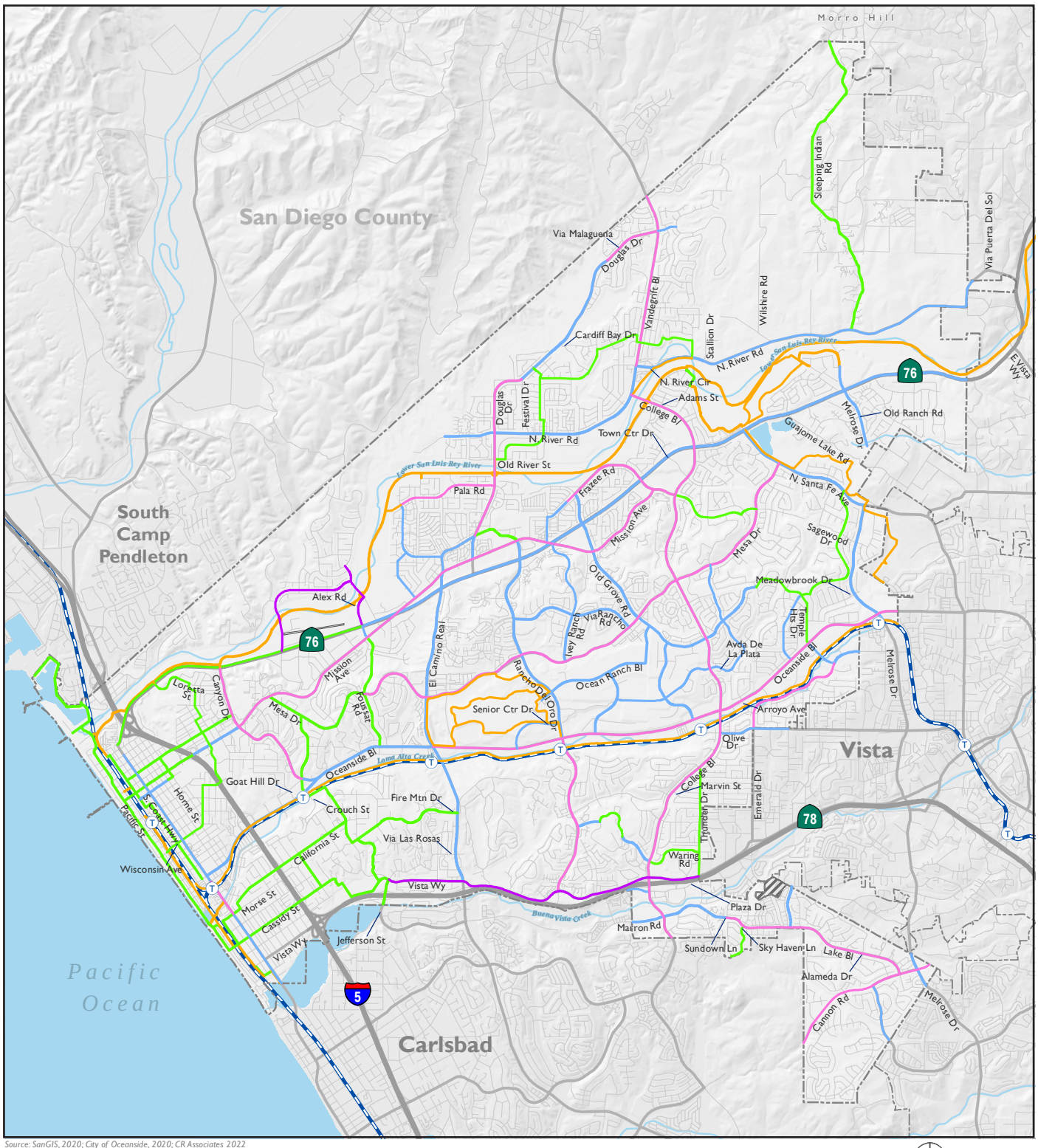
The GPU also introduces Pedestrian Priority Zones along specific streets and general areas where the highest pedestrian activity is anticipated, including commercial corridors and near major transit stops. They should have wider than minimum sidewalks, pedestrian-oriented street furniture, pedestrian-scale lighting, shade-producing landscaping, wider separation between sidewalks and vehicular travel lanes, and crossing enhancements. As shown in Figure 3-3, the proposed Pedestrian Priority Zones are within the SSCSP, and discussed in greater detail in Section 3.5.3.

3.4.3.2 Bicycle Alignments

As shown in Figure 3-4, the IM recommends bicycle alignments and classifications throughout the City consisting of Class I bike paths, Class II bicycle lanes, Class III bicycle routes, and Class IV cycle tracks. Three regional Class I bike paths are identified including the San Luis Rey River Bike Path, Coastal Rail Trail, and Inland Rail Trail. Bicycle classifications are defined and summarized as follows:

- Class I Bike Path: Provides a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is eight feet (ten feet preferred), with a two-foot-wide graded area adjacent to each side of the pavement.
- Class II Bike Lane: Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. The minimum bike lane width is five-feet when adjacent to on-street parking, or six feet when posted speeds are greater than 40 miles per hour.
- Class III Bike Route: Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings known as "sharrows." Bike routes are best suited for low-speed, low-volume roadways as they do not provide a dedicated space for bicyclists.
- Class IV Cycle Track, also referred to as a separated or protected bikeway, provides a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic.

The construction and improvement of the City's bicycle network would result in greater mobility options, an opportunity to reduce traffic congestions, and lower greenhouse gas emissions.



Source: SanGIS, 2020; City of Oceanside, 2020; CR Associates 2022

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- Transit Stop
- Rail
- City of Oceanside
- Sphere of Influence

Recommended Classifications

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - Cycle Track or Buffered Bike Lane
- Buffered Bike Lane

0 ½ 1 2
Miles
Map Date: 4/24/2024

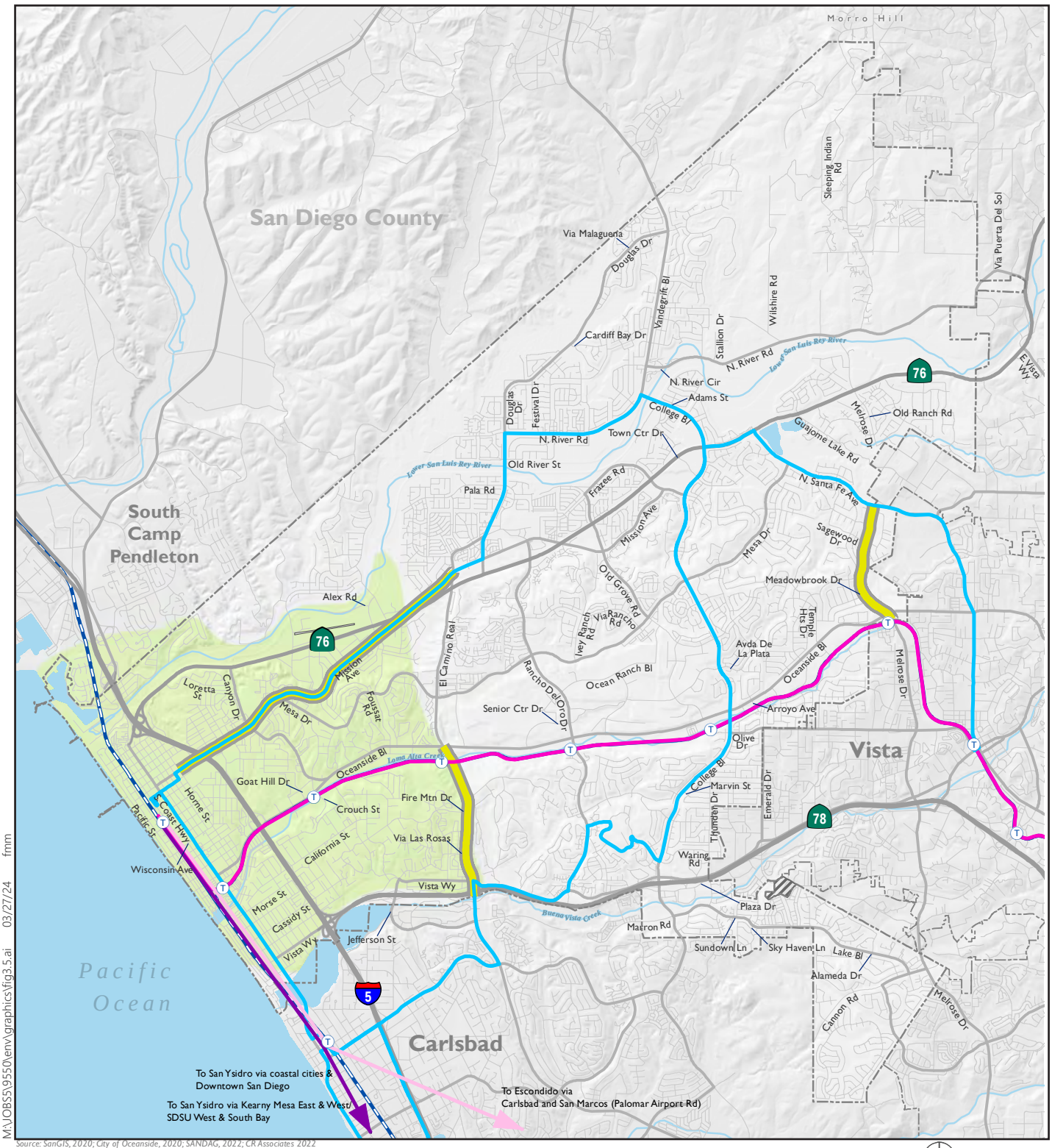
FIGURE 3-4
General Plan Update Bicycle Alignments

3.4.3.3 Transit

Expansion of transit service is an integral component to the GPU's land use plan which proposes the highest density development near existing and planned transit. Improved transit would support ridership and reduced automobile dependency. The GPU policies generally support planned improvements identified in the San Diego Association of Governments Regional Transportation Plan (RTP), including conversion of several City-serving North County Transit District (NCTD) bus routes to Rapid services by 2035. Examples of goals relating to the enhancement and improvement of transit throughout the City include IM goals, as follows:

- Goal 4-I: Transit will become an increasingly viable and efficient mode of transportation to destinations throughout Oceanside and the greater region.
- Goal 4-J: Community members will enjoy comfortable and convenient access to public transportation services.
- Goal 4-K: In partnership with NCTD and other stakeholders, the City will leverage its position as a regional transit hub to encourage commuters and visitors to access Oceanside via rail and bus.
- Goal 4-L: Infill and redevelopment within already urbanized areas will increase transit ridership and thereby generate demand for more frequent headways.

The GPU's regional transit recommendations for the City is depicted in Figure 3-5.



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Source: SanGIS, 2020; City of Oceanside, 2020; SANDAG, 2022; CR Associates 2022

Transit Stop
Rail
City of Oceanside
Sphere of Influence

Transit Recommendations

Commuter Rail
Light Rail
Next Gen Rapid
Special Project
Recommended Flex Lanes
Mobility Hub Service Area

0 ½ 1 2
Miles
Map Date: 3/6/2022

FIGURE 3-5
General Plan Update Transit Planning

3.4.3.4 Roadways

The guiding strategy for the City's roadways is a Complete Streets network that efficiently moves people, considering all modes of travel, and not just vehicles. This approach largely avoids extensive road widenings and limits roadway modifications to the existing rights-of-way, provides for traffic operational improvement at intersections, and removal of on-street parking within the proposed Pedestrian Priority Zones. Planned modifications to roadway classifications are summarized in Table 3-3.

Table 3-3
Planned Roadway Modifications

Roadway	Existing (2021)		Planned (2050)	
	# lanes	Classification	# lanes	Classification
North River Road: North River Circle to Wilshire Road	2	Collector	4	Secondary Collector
North River Road: Wilshire Road to Sleeping Indian	2	Collector	4	Major
Oceanside Boulevard: I-5 to El Camino Real	4	Secondary Collector	4	Major
North Coast Highway: SR-76 to Seagaze Drive	4	Secondary Collector	2 w/o TWLTL*	Collector
South Coast Highway: Seagaze Dr. to Oceanside Blvd.	4	Secondary Collector	2 w/o TWLTL*	Collector
Canyon Drive: SR-76 to Mission Avenue	4	Secondary Collector	2 w/ TWLTL	Collector
El Camino Real: Mesa Drive to Oceanside Blvd.	4	Major	5	Major
Douglas Drive: Vandegrift Blvd. to Via Malaguena	4	Secondary Collector	2 w/ TWLTL	Collector
Vandergrift Blvd: Northern City Limit to North River Road	5	Major	4	Major
College Boulevard: Old Grove Road to Olive Drive	4	Major	6	Major
Melrose Drive: N. Santa Fe Ave. to Sagewood Dr.	2	Collector	4	Major

TWLTL = two-way left-turn lane; SR-76 = state route 76
*Roundabouts are planned along Coast Highway. Where space is constrained, implementation of the TWLTL or raised median would not be necessary.

Roadway classifications are grouped into classes according to the type of service they are intended to provide. The class of each road has a certain set of design guidelines and intended functions. Descriptions of each of the roadway classes are detailed in Section 4.16.1.1.a.

3.4.4 Streetscape Improvements

Implementation of the GPU would encourage the construction of streetscape amenities along pedestrian routes and activity areas. Enhancements may include the following: wider sidewalks; enhanced paving; pedestrian-scaled lighting; landscaped buffers, or street trees; street furniture; outdoor cafes and/or wayfinding. The RC provides guidance for enhancing streetscape including goals and policies to increase tree canopy coverage, include improved pedestrian access in building design, promote public amenities and landscape features. Examples of goals relating to citywide streetscape improvements include RC goals, as follows:

- Goal 2-A: Oceanside's built environment will be easy to navigate, visually appealing, and accommodating of social engagement, community building, physical activity, and cultural enrichment.
- Goal 2-B: Public spaces will be designed to welcome and safely accommodate all community members, including pedestrians, bicyclists, children, the elderly, and the disabled.
- Goal 2-F: New development will contribute to the functionality, coherence, accessibility, visual quality, and unique character of the City's built environment.

Streetscape improvements as they specifically relate to each corridor are addressed in the SSCSP.

3.4.5 Parks and Recreation Facilities

Implementation of the GPU would support the improvement and expansion of the City's parks and community facilities. Examples of goals relating to the enhancement and improvement of parks and recreation throughout the City include HLC goals, as follows:

- Goal 7-G: Adequate and accessible public parks, recreational facilities, and community centers will be provided, designed, and maintained to meet the active and passive recreational needs of the entire Oceanside community.
- Goal 7-J: The City will have adequate, inclusive, and well-funded community facilities to serve the needs of Oceanside residents, including for formal and informal public gatherings, government and administration, and public safety.
- Goal 7-K: The provision of new public facilities and services will be equitably distributed throughout the City, with a particular focus on ensuring access to community facilities for historically disadvantaged communities and providing parkland in locations where new growth is anticipated.

The HLC supports the City's 2019 Parks and Recreation Master Plan which identifies community needs and priorities and provides a development plan for the future of the City's parks and recreation system. Specifically, the GPU identifies the City's 2019 Parks and Recreation Master Plan as the vehicle to plan and locate new parks. As most new developments would be infill, the GPU provides direction for additional park land to take the form of small parks, plazas, and linear parks that are integrated into new development. Generally, the GPU sets a standard to ensure that parks are evenly distributed throughout the City by maintaining parkland accessibility standard of 10-minute walk for

Neighborhood Parks and 20-minute walk for Community and Special Use Parks (see Section 7.4 of the HLC for definitions of park types). Additionally, the GPU encourages the placement of new community parks and recreation facilities in areas that are currently underserved and/or that are expected to see higher density development.

3.4.6 Preservation of Biological Resources

While the GPU focuses on ensuring the continued support and enhancement of biological open space, sensitive vegetation, and wildlife. Examples of goals relating to the protection of biological resources throughout the City include VSR goals, as follows:

- Goal 5-A: Biological communities and sensitive species native to Oceanside and the San Diego region will be conserved through the protection and enhancement of natural habitat and the establishment and maintenance of wildlife corridors and linkages.
- Goal 5-B: Habitat connectivity, conservation, and restoration will be prioritized within the Wildlife Corridor Planning Zone (WCPZ).
- Goal 5-C: In conjunction with new development and capital improvement projects, degraded habitat will be restored to support native and sensitive wildlife and improve soil stability, flood control, water quality, and groundwater recharge.
- Goal 5-E: Human access to, and use of, the natural environment will be designed to avoid adverse impacts to ecological health and diversity.
- Goal 5-F: Natural areas and the native and sensitive wildlife they support will contribute to soil health, air quality, water quality, groundwater recharge, carbon sequestration, and natural hazard mitigation.

The VSR establishes the City's proposed conservation framework identifying existing and potential preserves and outlining strategies for avoiding, restoring, and reducing impacts to wildlife corridors and planned preserve areas. The GPU Conservation Framework is intended to mimic the conservation strategy identified in Figure 4-1 of the draft Subarea Plan (SAP). Many strategies and concepts of the GPU are taken from the draft SAP and would be implemented through GPU and SSCSP policy compliance.

Under the GPU Conservation Framework, any development that would result in impacts to critical habitats and habitat that support listed plants and wildlife would be required to mitigate at set ratios delineated in the VSR. Additionally, the GPU provides guidance for future development by identifying existing and potential preserves and outlining strategies for avoiding, restoring, and reducing impacts to wildlife corridors and planned preserve areas.

Another focus for habitat preservation established by the GPU is the Wildlife Corridor Planning Zone. The Wildlife Corridor Planning Zone encompasses property that contributes to the north–south, regional gnatcatcher steppingstone corridor. Where impacts cannot be avoided, the GPU requires mitigation by conservation, restoration, and/or enhancement of habitats within this zone, with particular focus on maintaining and increasing net gnatcatcher breeding habitat. Restrictions on new,

non-native landscaping would encourage establishment of plants favorable to gnatcatcher use during dispersal and discourage nonnative plantings that may inhibit gnatcatcher use.

The GPU continues to support the preservation of hardline preserves as identified in the draft SAP. The City's hardline preserves are defined as high-quality habitat areas already formally conserved and managed by land trusts. These preserves are typically supported by non-wasting endowments. The GPU seeks to strengthen and unify the management structure for these open spaces and ensure ongoing conservation through development of a citywide management plan. Development within the hardline preserve would be restricted, including passive recreation. The GPU also continues to pursue softline preserve areas. Areas designated as softline preserves have significant resource value and support natural vegetation communities, and as such are targeted for conservation in conjunction with future development. Pursuant to GPU policies these areas would be prioritized for preservation and would qualify for mitigation credits for onsite development impacts. Development would be allowed in softline preserves, subject to policies aimed to avoid, minimize, and fully mitigate impacts.

3.4.7 Agricultural District Policy Framework

The GPU recognizes the importance of agricultural resources within its Agricultural District, specifically within the South Morro Hills community. Acknowledging the interplay between preservation and development, the GPU incorporates goals and policies that would guide a future Community Plan Amendment within South Morro Hills. Examples of goals relating to the protection and enhancement of agricultural resources throughout the City include VSR goals, as follows:

- Goal 5-M: Agriculture in South Morro Hills and nearby areas will remain a viable economic enterprise, conserving farmland, containing urban sprawl, providing employment, and creating opportunities for local food sourcing.
- Goal 5-N: The City will collaborate with the local agricultural community to promote farming methods and land management practices that improve soil health, reduce negative impacts to public health and the environment, and ensure the long term economic and environmental viability of farming.
- Goal 5-O: South Morro Hills will continue to be designated primarily for agriculture use and supportive commercial activity. Any allowance for additional housing in this area will be for the purpose of incentivizing formal, long-term conservation of farmland.
- Goal 5-P: South Morro Hills will become a unique and engaging visitor destination featuring agritourism uses that provide supplemental revenue for local farms, generate jobs, and bolster the City's hospitality sector.

The following are two key policies included in the VSR that would guide future residential allowances within South Morro Hills, balancing preservation of agriculture with development.

- Policy 5-79: Allow clustered development on sites of at least 40 acres in exchange for formal conservation of at least 75 percent of the total site area as farmland.

- Policy 5-80: For properties less than 40 acres in size, maintain agricultural zoning standards that limit residential subdivision to a minimum lot size of 2.5 acres and allow only one single-family residence per legal lot.

These two policies form the framework for future land use allowances within South Morro Hills. However, future discretionary actions including zoning changes that define specific development allowances would need to be implemented to realize this policy direction. In addition to the above policies, the VSR provides goals and policies promoting agriculture uses and supportive commercial activities within South Morro Hills. The VSR policy framework is intended to provide a balance of agricultural preservation and fostering increased agritourism, while allowing development that is compatible with agriculture.

3.5 Smart and Sustainable Corridors Specific Plan

The SSCSP is a regulatory document, consistent with the ECLU that outlines strategies, standards, and processes meant to foster the revitalization of the Mission Avenue, Oceanside Boulevard, and Vista Way commercial corridors in the City. These corridors are envisioned as vibrant community spines benefitting from infill and redevelopment on currently vacant and underutilized sites. New housing and non-residential uses in these corridors would leverage existing urban infrastructure and capitalize on accessibility to transit and trails. As infill and redevelopment occur, each corridor would continue to meet the immediate needs of current and future residents, retain and expand commerce and employment, and enhance mobility. The SSCSP recognizes the unique character of each corridor, providing specific design guidance to ensure each corridor optimizes its distinct sense of place (see Sections 3.5.1.1 through 3.5.1.3).

The SSCSP is comprised of eight chapters: (1) Introduction; (2) Setting and Context; (3) Land Use; (4) Urban Design; (5) Mobility; (6) Environmental Quality; (7) Infrastructure and Utilities; and (8) Implementation and Financing .

3.5.1 Chapter 3: Land Use

SSCSP Chapter 3: Land Use provides a land use framework for the future growth and development within the SSCSP Planning Area. This chapter complements land use designations and compatibility policies laid out in the ECLU. The proposed land use framework for the SSCSP Planning Area would offer an array of housing options for people at all income levels and stages of life; for non-residential uses, the framework aims to support an inclusive commercial environment that provides retail and services that cater to residents' daily needs while simultaneously inviting visitors from across the region.

As development occurs, each corridor is planned to meet the needs of current and future residents, retain and expand commerce and employment, and enhance mobility options. Nodes of activity are planned near transit stations and major intersections to provide opportunities for infill growth, consistent with state, regional, and local smart growth initiatives. The SSCSP land use framework provides opportunities for mixed-use development with high-density residential and ground-level commercial to create more walkable and integrated neighborhoods. The land use framework supports frequent, reliable transit, as more people would have easy access to Sprinter and bus lines.

New housing in the corridors would accommodate different income levels and family types. Income-restricted housing would be implemented through the City's Inclusionary Housing Ordinance and state incentives for affordable housing. Affordability can also be achieved through design, with smaller units, unbundled parking, and shared amenities.

SSCSP land use goals include the following:

- Goal 1: Oceanside's major corridors will be safe, attractive, and lively environments supporting a mix of synergistic uses.
- Goal 2: These corridors will continue to provide for commerce and employment, maintaining a business-friendly environment that enables a wide variety of commercial and industrial uses to thrive.
- Goal 3: These corridors will support housing that accommodates all Oceanside residents, including lower-income households and residents with special needs.
- Goal 4: Obsolete uses will be replaced through redevelopment and adaptive reuse.
- Goal 5: Auto-oriented uses within the corridors will be sited and designed to contribute to a walkable environment.

Specific land uses proposed along Mission Avenue, Oceanside Boulevard, and Vista Way are shown in Figures 3-6, 3-7, and 3-8, respectively.

3.5.1.1 Mission Avenue

Mission Avenue is envisioned as a dynamic and culturally diverse corridor that blends elements of Native American and Spanish colonial history with new opportunities for housing, commerce, enhanced streetscape design, active transportation, and better physical and visual connections to the San Luis Rey River. The proposed land uses along Mission Avenue focus on maintaining existing levels of commercial activity while offering more housing options through redevelopment of older shopping centers. Specific goals related to the development of Mission Avenue include the following:

- Goal 6: A revitalized Mission Avenue corridor will retain and expand commercial uses that serve both residents and visitors
- Goal 7: New housing in the corridor will support commercial uses and create a dynamic and diverse urban environment.
- Goal 8: New development and associated public realm improvements will enhance walkability and encourage transit ridership.
- Goal 9: Additional linkages between the corridor and the San Luis Rey River will be established, and the river will be a key ecological, recreational, and visual resource that contributes to the function and character of the corridor.

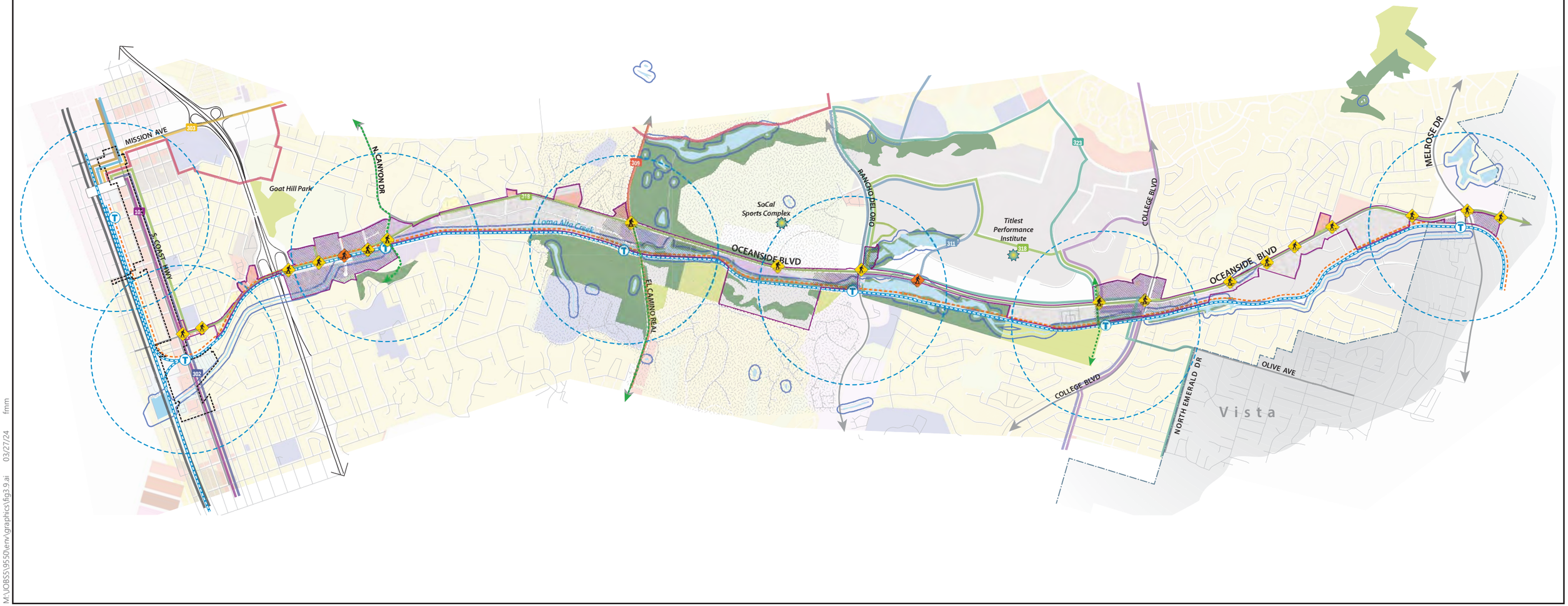


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- San Luis Rey River Trail
- Riparian Buffer (100')
- Wetland
- Potential Wildlife Crossing Location
- Potential Greenway Connection
- Preserve
- Potential Preserve
- Wildlife Corridor Planning Zone
- Pedestrian Priority Zone
- Residential
- Commercial
- Mixed Use
- Industrial
- Public
- Open Space
- Planned Development
- Proposed Pedestrian Crossing Improvements
- Proposed Additional Pedestrian Crossing
- Sprinter Light Rail
- Sprinter Station
- 1/2 Mile Radius from station
- Project Boundary
- Coast Highway Development District
- River/Creek
- Bus Line
- Gateway Location
- Landmark

0 1/4 1/2 1 MILES

FIGURE 3-6
Mission Avenue - Smart and Sustainable Corridors Specific Plan Land Use Framework



Possible Inland Rail Trail Route
Riparian Buffer (100')
Wetland
Potential Wildlife Crossing Location
Potential Greenway Connection
Hardline Preserve
Softline Preserve
Wildlife Corridor Planning Zone

Pedestrian Priority Zone
Residential
Commercial
Mixed Use
Industrial
Public
Open Space
Planned Development

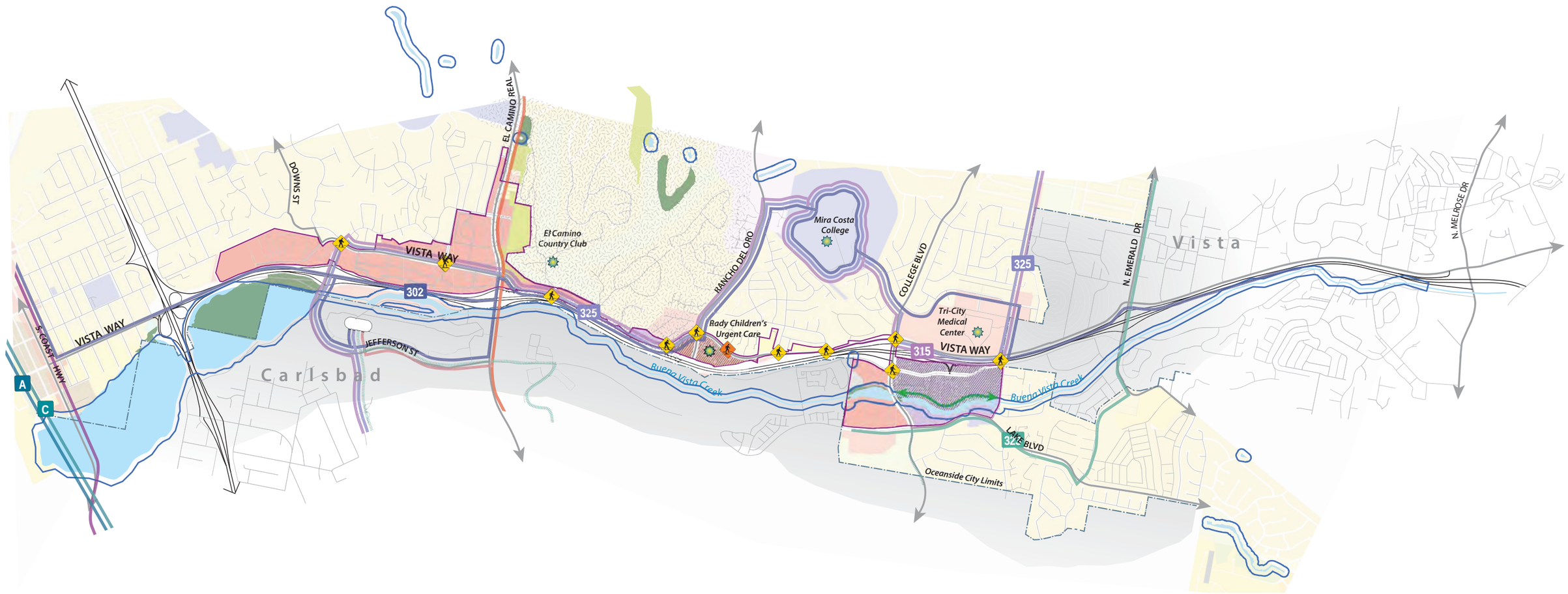
Proposed Pedestrian Crossing Improvements
Proposed Additional Pedestrian Crossing
Sprinter Light Rail
Sprinter Station
1/2 Mile Radius from station
Project Boundary
Coast Highway Development District
River/Creek
Bus Line

Gateway Location
Landmark

0 1/4 1/2 1
MILES

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FIGURE 3-7
Oceanside Boulevard - Smart and Sustainable Corridors Specific Plan Land Use Framework



Riparian Buffer (100')
Riparian Habitats
Potential Wildlife Crossing Location
Potential Greenway Connection
Preserve
Potential Preserve
Wildlife Corridor Planning Zone

Pedestrian Priority Zone
Residential
Commercial
Mixed Use
Industrial

Proposed Pedestrian Crossing Improvements
Proposed Additional Pedestrian Crossing
Sprinter Light Rail
Sprinter Station
1/2 Mile Radius from station
Project Boundary
Coast Highway Development District
River/Creek
XX Bus Line

Gateway Location
Landmark

0 1/4 1/2 1
MILES

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FIGURE 3-8
Vista Way - Smart and Sustainable Corridors Specific Plan Land Use Framework

3.5.1.2 Oceanside Boulevard

Oceanside Boulevard is envisioned as a dynamic corridor replete with a mix of shopping and dining venues, twenty-first century industrial operations, high-quality recreational and entertainment venues, and midrise mixed-use development oriented around the Sprinter stations. New development in this corridor would catalyze restoration of Loma Alta Creek, which would be embraced as the core of an open space and trail system. Bicycle and pedestrian facilities, including the Inland Rail Trail, would foster a connected urban environment and provide safe and convenient access to the Sprinter light rail stations and Loma Alta Creek. Land uses along Oceanside Boulevard promote housing while encouraging higher and better use and aesthetic upgrades in existing light industrial areas. Specific goals related to the development of Oceanside Boulevard include the following:

- Goal 10: Many of the industrial properties in the corridor will be redeveloped with higher and better uses that provide more employment while minimizing potential adverse impacts and enhancing the visual quality of industrial areas.
- Goal 11 The corridor will function as a dynamic transit-oriented environment with a mix of walkable shopping venues, restaurants, industry, and residential development oriented around NCTD's Sprinter rail stations.
- Goal 12: The corridor will continue to provide essential commercial goods and services to residents while drawing visitors to retail and dining venues that offer unique and interesting experiences.
- Goal 13: Distinct and vibrant transit villages will materialize around each of the Sprinter stations, providing a range of housing opportunities, commercial good and services, and mobility hub amenities.
- Goal 14: New land use and development will embrace Loma Alta Creek as a character-defining open space amenity while facilitating habitat restoration, recreational access, and enhanced visual quality.

3.5.1.3 Vista Way

The Vista Way Corridor is envisioned as the community and regional-serving commercial hub of the City, providing essential goods and services and contributing significantly to the City's jobs base. As aging shopping centers are redeveloped, opportunities would be explored for higher-intensity commercial, residential, and/or mixed-use projects, along with improved streetscapes and enhanced architecture. Land uses along Vista Way focus on intensifying existing commercial areas while providing housing through mixed-use development. Specific goals related to the development of Vista Way include the following:

- Goal 15: The corridor will remain a regional commercial destination, while providing opportunities for more efficient land use through infill and redevelopment of strip commercial centers and associated surface parking lots. There will be no net loss of commercial floor area within the corridor.

- Goal 16: The corridor will continue to evolve as a sub-regional healthcare hub, with expansion of existing medical facilities and increasing synergy between medical office, retail, and dining establishments.
- Goal 17: The corridor will accommodate new housing in mixed-use development, where feasible and appropriate.
- Goal 18: Development adjacent to Buena Vista Creek and Lagoon will preserve and enhance the ecological, recreational, and aesthetic value of these natural resources.

3.5.1.3 Land Use Designations

The SSCSP land use designations allow for a range of activities and development types intended to advance revitalization of the three corridors. Proposed land use designations throughout the SSCSP Planning Area are detailed in Section 3.2 of SSCSP Chapter 3: Land Use and summarized below. The following provides a summary of those Land Use designations, as established in the GPU, which are present in the SSCSP Planning Area. Details of specific permitted uses within each designation are detailed in the SSCSP.

a. Residential

There are two residential land uses proposed for the SSCSP Planning Area.

- Medium Density Residential (MD-R): The MD-R designation is intended to foster a wide range of neighborhood-oriented housing types and supportive residential facilities. The MD-R designation has a maximum potential density of 30.0 dwelling units per acre.
- High Density Residential (HD-R): The HD-R designation allows for a full range of high-density housing types. Most new development under the HD-R designation is expected to be low- to mid-rise (generally four stories or shorter) multifamily housing. The HD-R designation has a maximum potential density of 40.0 dwelling units per acre.
- Urban High Density (UHD-R): The UHD-R designation is applied along major streets and in transitional areas between commercial districts and single-family residential neighborhoods. Most UHD-R properties are in and around the Downtown District, transit-oriented sites, and other locations along corridors where high density housing can leverage existing infrastructure and transit service. This designation would permit a range of housing types and occupancies, including multi-family, single room occupancy facilities, live-work housing, and group quarters (e.g., residential facilities and nursing homes), subject to specific standards in the Zoning Ordinance. The UHD-R designation has a minimum density of 30 dwelling units per acre and a maximum potential density of 50.0 dwelling units per acre.

b. Mixed Use

The Corridor Mixed Use (CoMU) and Centers Mixed Use (CeMU) designations and are intended to foster development of combined higher density residential with commercial uses.

- The CoMU designation allows for a broad mix of uses that integrate residential and compatible retail, services, and office uses to create walkable places that serve the daily needs of residents. The maximum residential density in this designation is 40.0 dwelling units per acre. The maximum FAR for all uses, inclusive of residential, would be 2.5, with a minimum required non-residential FAR of 0.15.
- The CeMU designation allows for more intensive development than CoMU and is applied in strategic nodal locations along corridors and in transit-accessible areas. The maximum permitted residential density in this designation is 55.0 dwelling units per acre. The maximum FAR for all uses, including residential, would be 3.0, with a minimum required non-residential FAR of 0.20 FAR.

c. Commercial

Commercial land uses are designed to foster a mix of business uses and development types to encourage commercial growth throughout the SSCSP Planning Area. There are three commercial designations proposed for the SSCSP Planning Area. All of these areas allow for mixed-use development with a maximum residential density of 29 dwelling units per acre.

- General Commercial (CG): The CG designation provides for regional, community, and neighborhood-serving commercial uses.
- Neighborhood Commercial (CN): The NC designation provides for lower-intensity commercial uses that are compatible with nearby residential areas.
- Professional Commercial (CP): The PC designation is intended to foster commercial office spaces for professional work

d. Industrial

Industrial land use designations allow for a range of uses that provide employment opportunities and contribute to the City's economic base. There are two industrial designations in the SSCSP Planning Area.

- General Industrial (GI): The GI designation provides industrial lands that can accommodate a wide range of industrial uses, including those of relatively high intensity.
- Research and Development (RD): The RD designation is intended to accommodate high technology and research and development industries that can be located near residential areas and other sensitive receptors with appropriate buffering and attenuation measures.

e. Public

The Public designation is intended to provide for a broad range of institutional, educational, religious, and community uses.

f. Open Space

The Open Space designation provides for public parks, public and private outdoor recreation facilities, trails, flood channels, water recharge areas, and water bodies.

3.5.1.4 Projected New Development

Projected new development within the SSCSP Planning Area is summarized in Table 3-4. As shown therein, buildout under the SSCSP would result in an increase of 8,300 new residential units, 4,079,000 square feet of non-residential new development, producing 14,200 new jobs.

Table 3-4
Projected New Development within the SSCSP Planning Area

	Mission Avenue	Oceanside Boulevard	Vista Way	SSCSP Planning Area
Residential				
Units	4,100	3,500	700	8,300
Non-Residential				
Retail (SF)	967,000	468,000	796,000	2,231,000
Office (SF)	320,000	203,000	110,000	633,000
Industrial (SF)	11,000	1,203,000	---	1,214,000
Hotel Rooms	200	200	100	500
Total Non-Residential	1,298,000	1,874,000	906,000	4,079,000
Jobs				
Jobs	5,600	4,800	3,800	14,200
SOURCE: City of Oceanside 2024.				

3.5.2 Chapter 4: Urban Design

SSCSP Chapter 4: Urban Design provides guidance for the overall design of each of the three corridors, including goals and policies to address all elements of urban design. The SSCSP includes urban design strategies, the implementation of which would create distinct streetscapes, parks and public spaces, wayfinding, signage, and public art. The chapter includes site and building design standards intended to guide new development to create more walkable and bikeable community areas. Examples of SSCSP Urban Design goals include the following:

- Goal 1: Attractive and visually unified streetscapes within the corridors will encourage pedestrian activity, create a strong sense of place, and contribute to the City's visual quality.
- Goal 2: An expanded tree canopy and robust native, historic, and drought-tolerant vegetation within the corridors will provide shade and comfort and contribute to a range of benefits, including refuge for wildlife, stormwater management, and reduced urban heat island effects.
- Goal 3: Greenways and complete streets improvements will connect the corridors to trails, riparian areas, recreational facilities, and adjacent neighborhoods.

- Goal 4: Each corridor will exhibit distinct visual themes that foster a unique identity and inspire a sense of ownership among residents and business owners.
- Goal 5: Vehicle traffic will be buffered from pedestrian areas and vehicle speeds will be managed to enhance the safety and comfort of pedestrians and bicyclists.
- Goal 8: New development and renovations of existing buildings within the corridors will create pedestrian-friendly "outdoor room" environments that activate the public realm and provide seamless transitions between buildings and the street frontage.

Implementation of the SSCSP goals, supported by policies and standards, would provide all three corridors with the opportunities for developing public spaces as neighborhood amenities that support community character and cohesion. Specifically, each corridor would be enhanced with parks and public spaces compatible with their respective land use frameworks.

- Mission Avenue: The framework identifies connections to existing parks and trails, including the San Luis Rey River Trail, Mission San Luis Rey, Joe Balderrama Recreation Center, Brooks Street Pool, Ron Ortega Recreation Park, and Prince Memorial Skatepark. The framework also supports the integration of new urban parks and public spaces in conjunction with new development and right-of-way improvements.
- Oceanside Boulevard: Emphasizing development around transit centers, the framework seeks to integrate plazas, paseos, and landscaped pathways into new development and within the public right-of-way to provide connections between transit stations and surrounding commercial and residential areas. Additionally, new connections to Loma Alta Creek are proposed as part of an integrated open space and trail system.
- Vista Way: Acknowledge this corridor as a center for regional-serving retail and medical office uses, the framework seeks to facilitate passive-use plazas and other pedestrian-oriented spaces to enhance the customer experience and allow for gathering and social interaction. These pedestrian-oriented spaces would accommodate public art, entertainment, and other interactive elements to create an engaging, vibrant, and comfortable environment. Additionally, enhanced connections to Buena Vista Creek are part of an integrated open space and trail system.

The SSCSP Urban Design chapter provides directions for site and building design throughout the corridors (see SSCSP Chapter 4 Section 4.3 for detailed Development Standards). The intent is for new development within the corridors to be cohesive with its existing context, as well as with the surrounding area. Building massing and siting in any infill development would consider the scale and nature of adjacent uses and incorporate context-sensitive design throughout each corridor. At the same time, new development is expected to significantly transform both the ambience and function of these areas, creating more active and close-knit urban spaces.

The SSCSP identifies Pedestrian Priority Zones throughout the SSCSP Planning Area. The Pedestrian Priority Zones are shown in Figures 3-6, 3-7, and 3-8, specific to each corridor plan. This zone represents a mixed-use area adjacent to transit that would provide opportunities for enhanced pedestrian environments. Improvements within the zone would include the following: wider sidewalks (where feasible); distinctive and highly visible paving at crosswalks; Americans with Disabilities Act (ADA) compliant curb cuts and sidewalk conditions; outdoor dining areas; benches

and other street furnishings; and landscaped buffers between roadways and sidewalks, planted with trees and drought-tolerant native or naturalized shrubs and groundcover (see Figure 4.2-7).

The Urban Design chapter of the SSCSP sets up the framework for the restoration and creation of a new pedestrian pathway along Loma Alta Creek. The vision is to create areas along the creek for dining, recreation, and community amenities. The SSCSP calls for future development adjacent to the creek to include enhancement measures to improve the vitality of the creek while developing the pedestrian pathway.

3.5.3 Chapter 5: Mobility

SSCSP Chapter 5: Urban Design provides guidance for the SSCSP Planning Area to transition to a mixed-use use pedestrian-oriented environment that includes a significant amount of new housing. The SSCSP includes measures to enhance roadway efficiency, complete street improvements, improved access to transit, and site design elements in private development that accommodate all modes of travel. The Mobility Chapter furthers the overall vision for land use and transportation as outlined in the IM. Examples of SSCSP Mobility goals include the following:

- Goal 1: The corridors will provide sufficient capacity within the Planning Area roadway network to serve local traffic needs as safely and efficiently as possible.
- Goal 2: The corridors will serve as multimodal "Mobility Boulevards" that balance the needs of motorists with those of pedestrians, bicyclists, and transit service.
- Goal 4: The corridors will provide safe and pleasant pedestrian environments with continuous sidewalks, safe crossings, and ADA-compliant design.
- Goal 5: Pedestrian facilities in the corridors will link to nearby trails, parks, transit, and other public amenities.
- Goal 7: The corridors will provide safe and pleasant pedestrian environments with continuous sidewalks, safe crossings, and ADA-compliant design.
- Goal 8: Pedestrian facilities in the corridors will link to nearby trails, parks, transit, and other public amenities.
- Goal 9: Transit service along the corridors will become increasingly accessible, convenient, and comfortable, with improved frequencies, operating speeds, security features, and supportive amenities.

The existing road network throughout the SSCSP Planning Area is proposed to remain the same with the following two exceptions: Oceanside Boulevard, from El Camino Real to Arroyo Avenue (five- to six-lane Arterial); and Mission Avenue, from Coast Highway to Clementine Street (two-lane one-way Collector).

The SSCSP implements the IM Pedestrian Priority Zones and other pedestrian routes that extend through the corridors. As shown in Figure 3-3, each corridor supports Pedestrian Priority Zones, Corridors, and Connectors for pedestrian movement. Examples of recommended amenities and design features for each type of pedestrian route is detailed in SSCSP Chapter 5: Mobility, Section 5.2. As shown in Figure 3-4, several GPU designated bicycle routes traverse the SSCSP Planning Area.

The SSCSP includes goals and policies to support the construction and enhancement of both pedestrian and bicycle infrastructure. In addition to pedestrian and bicycle improvements, the SSCSP encourages completion of the Inland Rail Trail which would provide an enhanced and extended bicycle route along the Oceanside Boulevard corridor. The Inland Rail Trail alignment would likely follow the Sprinter rail corridor. However, where this is not feasible, segments of the Inland Rail Trail may shift to parallel roadways such as Oceanside Boulevard.

The following summarizes the proposed roadway configurations for each of the corridors:

- Mission Avenue design is envisioned to include a four-lane Major Roadway with sidewalks, planted landscaping strips, buffered bike lane (or cycle track), and a raised, landscaped center median.
- Proposed recommendations for the Oceanside Boulevard corridor include construction of a Class IV cycle track between El Camino Real and the City's eastern boundary near Melrose Drive. The existing roadway geometry of Oceanside Avenue is planned to remain. Planted landscaping strips along the corridor, as well as high visibility crossing treatments at intersections are proposed to improve the pedestrian experience.
- The Vista Way corridor runs adjacent to State Route 78 (SR-78) and is more constrained than the other corridors. Vista Way would remain a 4-lane roadway in the future with buffers added to the bike lanes. This enhancement would require converting the existing two-way left-turn lane to a narrow-striped median, where feasible, consolidating access to properties as the area redevelops to create the space needed for the buffers. Sidewalks would be built out the entire length of the corridor with shade trees and pedestrian and bicycle crossing treatments at the intersections, except where the corridor runs adjacent to SR-78 (where there are no fronting land use).

3.5.4 Chapter 6: Environmental Quality

SSCSP Chapter 6: Environmental Quality addresses issues related to biological resources, geologic and seismic hazards, hazardous materials, hydrology and water quality, and noise as they relate to the SSCSP Planning Area. Examples of SSCSP Environmental Quality goals include the following:

- Goal 1: Oceanside's rich biological resources will be protected, enhanced, and expanded within the corridors.
- Goal 2: Wildlife will safely move through and beyond the Planning Area via restored wetland and riparian corridors, conserved upland habitat, wildlife crossings, and dense tree canopy coverage.
- Goal 3: Geologic and seismic risks will be minimized through thoughtful construction practices.
- Goal 4: Thorough remediation and abatement practices consistent with federal, state and local standards will minimize exposure to hazardous materials throughout the Planning Area.
- Goal 5: Proactive stormwater planning and installation of green infrastructure will reduce flooding risks along the corridors.

- Goal 6: The streams, rivers, and water systems that run through and near the corridors will be restored to support healthy and well-balanced ecosystems.
- Goal 7: Residents, workers, and visitors will not be impacted by excessive noise.

The goals and policies complement those in the GPU and other local, State, and federal regulations and guidelines. Implementation of the goals and policies would guide the City to further the following: protect biological resources including the establishment of wildlife crossings and enhanced habitat connectivity; minimize seismic risks; reduce exposure to hazardous materials; reduce flood risk and stormwater runoff; and encourage noise reduction measures especially associated with development in proximity to high volume roadways and the Sprinter line.

3.5.5 Chapter 7: Infrastructure and Utilities

SSCSP Chapter 7: Infrastructure and Utilities is focused on the assurance that adequate infrastructure and utilities would be available for both current and future development throughout the corridors. Examples of SSCSP Infrastructure and Utilities goals include the following:

- Goal 1: Through water source protection, treatment, and testing, the City's potable water supply will remain safe and healthful.
- Goal 2: Potable water service will be reliable and of sufficient capacity to serve existing and future development within the Planning Area.
- Goal 3: The City will ensure that necessary potable water infrastructure upgrades are implemented in conjunction with new development.
- Goal 4: Wastewater services will be reliable and of adequate capacity to serve existing and future development within the Planning Area.
- Goal 7: Stormwater infrastructure will be reliable and be of adequate capacity to serve existing and future developments within the Planning Area.

Implementation of the goals and policies would provide direction for the City to ensure adequate water, wastewater, and stormwater infrastructure are available to serve the needs of future development. The goals and policies in this chapter complement the GPU citywide policy direction as well as other local, State and federal regulations and guidelines that relate to infrastructure and utilities.

3.5.6 Chapter 8: Implementation

SSCSP Chapter 8: Implementation details many of the actions that would be required for effective implementation of the SSCSP. Future development within the SSCSP Planning Area would require future rezone actions that would be governed by the development standards identified in the SSCSP. These supplemental regulations would replace and take precedence over the base zone regulations of the City for the subject property. Where the regulations of the SSCSP are silent, the comparable regulations of the City zoning ordinance, and all adopted ordinances, regulations, standards, and guidelines of the City would prevail, as deemed appropriate by the City. Where the development

standards contained in the SSCSP conflict with development standards of the City's Zoning Ordinance, the standards contained in the SSCSP would apply.

3.6 Climate Action Plan Update

The project includes an update to the 2019 CAP (City of Oceanside 2019) to account for the increased housing and employment growth resulting from the GPU and SSCSP. The CAP Update provides a comprehensive plan for addressing GHG emissions within the City. The CAP Update was developed concurrently with the GPU and reflects that document's proposed land use and transportation strategy. The CAP Update incorporates applicable GPU goals and policies that would affect future GHG emissions throughout the City.

The CAP Update is intended to reinforce the City's commitment to reducing GHG emissions and demonstrate how the City would comply with state GHG emission reduction standards set forth in Senate Bill (SB) 32 and Assembly Bill (AB) 1279. As a Qualified GHG Reduction Strategy, the CAP Update would also enable streamlined environmental review of future development projects in accordance with CEQA. Specifically, the CAP Update quantifies existing and projected GHG emissions generated by activities within the City and the region through horizon year 2050, and it includes GHG emissions reduction targets for the years 2030, 2045, and 2050. The CAP Update also contains actions that demonstrate the City's commitment to achieve state GHG reduction targets through monitoring and reporting processes to ensure that targets are met. If the CAP Update is adopted, projects that demonstrate consistency with the GPU and CAP Update would be subject to a streamlined CEQA review process for mitigation of GHG emissions, pursuant to CEQA Guidelines Section 15183.5.

The chapters of the CAP Update are summarized as follows.

- Executive Summary. This chapter provides a summary of the CAP Update, including the scope and purpose of the CAP Update, the planning process, findings from the GHG emissions forecast, and proposed GHG reduction strategies.
- Chapter 1: Introduction. This chapter introduces the City, outlines the context and purpose of the CAP Update, and describes the development process of the CAP Update and the community outreach conducted.
- Chapter 2: Background. This chapter provides a background to climate change science, local climate impacts, existing legislation and efforts aimed at addressing climate change, and local efforts focused on GHG mitigation from the previous CAP and other City-led efforts.
- Chapter 3: Greenhouse Gas Emissions Inventory, Projections, and Targets. This chapter summarizes and identifies trends from the Oceanside's GHG emissions inventory, forecast of future emissions, and GHG reduction targets.
- Chapter 4: Greenhouse Gas Reduction Strategies and Measures. This chapter provides a list of GHG reduction strategies that are required to meet GHG reduction targets and to provide a Qualified GHG Reduction Strategy for the City. This chapter quantifies GHG reductions from CAP Update strategies and applies these reductions to the emissions forecast.

- Chapter 5: Implementation and Monitoring. This chapter provides a framework for implementing and monitoring the CAP update and includes guidance for future climate action planning efforts.

3.7 GPU Buildout/Growth Projections

Overall, the citywide average for new residential development is projected to be 32 du/ac. The GPU is expected to result in 17,558 new housing units and 28,400 new jobs. Of this total, 8,300 new housing units and 14,200 new jobs would be within the SSCSP Planning Area (see Table 3-4). Overall, buildout under the GPU would result in a total citywide population of 224,235 persons, which is an addition of 46,900 residents compared to the City's current population.

Table 3-5 provides a summary of the potential citywide development change and projected employment opportunities under the GPU and SSCSP.

Table 3-5
Buildout under the GPU

	Existing Development	New Development Potential	Total Development
Residential			
Units	66,592	17,558	84,150
Non-Residential			
Retail (square feet)	16,830,159	1,001,657	17,831,816
Office (square feet)	814,230	1,176,129	1,990,359
Industrial (square feet)	10,504,727	6,294,754	16,799,481
Hotel (rooms)	2,704	2,260	4,964
Total Non-Residential	28,152,000	8,475,000	36,627,000
Jobs			
Jobs	48,199	28,400	76,599
SOURCE: City of Oceanside 2024.			

Buildout represents a reasonably foreseeable projection of the total number of residents, housing units, and jobs in the City through 2050 based on land uses proposed under the project. The actual amount of development that could occur through 2050 is based on many factors outside of the City's control, including changes in regional real estate and labor markets and the decisions of individual property owners. Therefore, buildout estimates represent likely outcomes rather than definitive figures. Additionally, the designation of a site for a specific land use in the GPU does not guarantee that it would be developed or redeveloped at the assumed density during the planning period, as future development would rely on each property owner's initiative and market forces. However, estimated buildout potential was used to inform the GPU Land Use Plan to foresee and accommodate anticipated land use needs.

A summary of buildout under the existing General Plan compared to the GPU is provided in Table 3-6.

Table 3-6 Land Use Comparison: Existing General Plan v. GPU		
Land Use	2050 Adopted Plan	2050 GPU
Dwelling Units	71,360	84,150
Single-family	43,176	47,125
Multi-Family	28,184	37,025
Retail (square feet)	17,330,988	17,831,816
Office (square feet)	1,928,100	1,990,359
Industrial (square feet)	15,983,425	16,799,481
Hotel (rooms)	3,834	4,964

As shown in Table 3-6, buildout under the GPU would result in greater over all residential units, but less single-family dwelling units. Retail, office, industrial, and hotel uses would all increase under the GPU.

3.7.1 Areas of Change

While the City anticipates the GPU would trigger growth throughout the City, the analysis within this PEIR focuses on the identified Areas of Change (see Figure 3-2) where changes to allowable density and/or intensity of uses could occur as a result of upzoning of existing land use designations or specified changes in a parcel's land use designation has been identified in the land use plan.

To accommodate the City's anticipated growth, the GPU focuses development within what has been identified in this analysis as Areas of Change. The Areas of Change represent those parcels where the greatest amount of growth is anticipated. The Areas of Change include parcels identified in the GPU Land Use Plan as those able to accommodate growing employment and residential needs. The Areas of Change are comprised of 24,067 parcels, composed of Opportunity Sites, Housing Element Sites, Pipeline Projects, Accessory Dwelling Units (ADU), and SB 9 projects, all described below. The City also identified Opportunity Sites. Opportunity Sites are those ripe for development, but not subject to any changes in land use density or GPU designations. Opportunity Sites are not included in the Areas of Change.

3.7.1.1 Opportunity Sites

Throughout the GPU process, properties were identified by the City which presented the greatest potential for change in land use types or intensities. These Opportunity Sites were identified and refined through both data-driven analysis of citywide development potential and site-specific knowledge of existing conditions and potential and are made up of both parcels which would maintain their existing land use designation but are deemed underutilized, or where land use designations are proposed to be changed to accommodate greater intensity of use and/or residential density.

While most properties identified within the Areas of Change are included in the City's Opportunity Sites, some of the City's Opportunity Sites are in parcels where land use would remain the same, but due to location or other factors, the City feels that there is potential for development. These sites,

while they represent anticipated growth, are not included in the Areas of Change map; however, they are considered for horizon year analysis related to air quality, GHG, noise, and transportation, (see Sections 4.4, 4.9, 4.13, and 4.17, respectively). Development potential within the Opportunity Sites would be 4,722 new residential units, 1,209 hotel rooms, and 8,717,477 square feet of non-residential land uses.

3.7.1.2 Housing Element Sites

The Area of Change also includes parcels that were identified in the City's 2021-2029 Housing Element. These sites were included in the Housing Element Sites inventory as vacant and/or underutilized, or candidate rezone sites which could accommodate higher residential density. Development potential of Housing Element Sites included in the Area of Change totals 5,723 new residential units.

3.7.1.3 Pipeline Projects

Pipeline Projects are those reasonably foreseeable major development projects that were under review or in the process of being developed as of publication of the General Plan Alternatives Report (City of Oceanside 2022b). A total of 79 pipeline projects are included in the buildout assumptions including a total of 3,715 new housing units, 1,021 new hotel rooms, and 1,197,759 square feet of non-residential uses. These pipeline projects are included within the mapped Areas of Change.

Project details for these pipeline projects, including any new housing and non-residential development, are included in the buildout assumptions, and analyzed as cumulative projects. A list of the pipeline projects is presented in Table 3-7.

Table 3-7
Pipeline Projects

Map Number	Address/APN	Project Name	Development Type	Units	Non-Residential Square Feet	Rooms
Construction Completed						
1	3708 Ocean Ranch Boulevard	Live Well Center	Institutional Office		99,800	
2	1510111000	Best Plaza	Commercial Retail		52,760	
3		First Park at Ocean Ranch	Commercial Office		237,276	
4		The Fin Hotel	Hotel			28
5		Camino Town and Country Shopping Center	Commercial Retail		147,028	
6		Pacific Coast Collection	Commercial Retail		397,115	
7		Protera Senior Living	Commercial Office		81,738	
8		Heritage Hills Memory Care Facility	Commercial Office		32,616	
9		North Beach Promenade/Salt	Mixed Use	52	9,434	
10		Cleveland Street Beach Lofts	Mixed Use	10	2,000	
11	1602708600 1602708700 1602708800 1602708900 1602709000	Mission Cove Affordable Housing	Mixed Use	288	10,425	

Table 3-7 Pipeline Projects						
Map Number	Address/APN	Project Name	Development Type	Units	Non-Residential Square Feet	Rooms
12		North Coast Terrace Affordable Apartments	Residential	32		
13		Summerset Estates	Residential	22		
14	1481603400 1481603500	North Coast Regional Center	Office		36,000	
Under Construction						
15		Pier View Hotel	Hotel			10
16	1651206600	Scripps Outpatient Care Facility	Commercial Office		85,000	
17		Beach Resort Hotel	Hotel			226
18		Oceanside Tides	Residential	58		
19		Vista Del Mar	Residential	38		
20		Mission Lane	Residential	420		
21		St. Cloud	Residential	298		
22		Pacific Ridge RPRN Land Company	Residential	317		
23		Park Villas at El Corazon	Residential	70		
24		Spring Creek Senior Center	Residential	131		
Approved/Entitled						
25		Beach Resort Hotel	Hotel			161
26	1606803300	Arroyo Verde Commercial Center	Commercial Retail		27,000	
27	1523203700	Fairfield Inn & Suites	Hotel			99
28	1602716000	Oceanside East Shopping Center	Commercial Retail		23,700	
29		Marriott Residence Inn	Hotel			117
30		Airport Road Development	Hotel			86
31		Pacific View Medical Office	Commercial Office		39,276	
32		Windstar Ocean Ranch	Commercial Office		200,000	
33		Melrose Heights	Mixed Use	301	20,000	
34		111 South Tremont	Mixed Use	12	N/A	
35	1471070900	Sunsets Mixed Use	Mixed Use	76	1,736	
36	1471961000	Tenten Mission	Mixed Use	90	8357	
37	1602805300	Ocean Kamp	Mixed Use	Up to 700	126,000	300
38		GF Properties Mixed Use Project (includes Block 5, Block 18, Block 19, Block 20, and Marriott Hotel	Mixed Use	231	150	38,000
39		Mission Flats	Mixed Use	137	4,000	
40	1512705600 1512705700	Jefferson Oceanside	Mixed Use	295	-	
41		North River Farms	Mixed Use	585	30,000	100
42		Breeze Luxury Apartments	Residential	90		
43	1902 Grand View Street	Grandview Community Homes	Residential	27		
44		Oceanpointe	Residential	158		
45		Rancho Vista	Residential	55+		
46		Vista Pacific	Residential	16		

Table 3-7 Pipeline Projects						
Map Number	Address/APN	Project Name	Development Type	Units	Non-Residential Square Feet	Rooms
47		Bree Property	Residential	27		
48		Presidio at RDO	Residential	64		
SOURCE: City of Oceanside 2021.						

3.7.1.4 Accessory Dwelling Units

ADUs are attached or detached units that provide complete independent living facilities for one or more persons including permanent provisions for living, sleeping, cooking, and sanitation, located on the same lot as a primary structure. Consistent with City regulations and state legislation, development of ADUs is permitted within single-family and multi-family zoning districts. Program 5 of the City's 2021-2029 Housing Element encourages the development of ADUs as a source of affordable housing opportunities. Development potential associated with ADUs included in the Areas of Change totals 1,500 new residential units.

3.7.1.5 Senate Bill 9 Additional Units

SB 9, known as the California Opportunity and More Efficiency (HOME) Act, was enacted in 2021 to provide options to increase available housing throughout the state. Specifically, SB 9 facilitates the creation of up to four housing units in a single-family zones lot typically used for one single-family home. Development potential associated with SB 9 units included in the Areas of Change totals 1,500 new residential units.

3.7.1.6 South Morro Hills

The GPU does not propose any land use change within South Morro Hills. However, included in the Areas of Change is the North River Farms pipeline project. Development assumptions associated with North River Farms project include up to a maximum of 525 dwelling units.

Development potential within South Morro Hills remains as allowed under the existing General Plan: 900 residential units, 30 hotel rooms, and 188,950 square feet of non-residential land uses. These buildout numbers are not shown in the Areas of Change but accounted for in the total new development that could occur under the GPU.

3.7.2 Buildout Summary

Projected new development under the GPU is summarized in Table 3-8. As shown therein (and discussed above), development potential could result in an increase of 17,558 new residential units, and up to 10,104,186 square feet of non-residential new development. Table 3-9 shows projected new jobs generated by the GPU. As shown therein, the GPU could result in the production of 28,400 new jobs.

Table 3-8 General Plan Update Buildout Summary (Citywide)					
	Residential Units (units)	Retail (sf)	Office (sf)	Industrial (sf)	Hotel Rooms (rooms)
Existing Development	**66,592**	**16,830,159**	**814,230**	**10,504,727**	**2,704**
Opportunity Sites (included in Areas of Change)	4,720	534,409	1,114,792	6,294,754	1,209
Housing Element Sites	5,723	--	---	--	--
Pipeline Projects	3,715	325,536	61,337	--	1,021
Accessory Dwelling Units	1,500	--	--	--	--
SB 9 Additional Units	1,000	--	--	--	--
South Morro Hills	900	141,712	--	--	30
Total New	**17,558**	**1,001,657**	**1,176,129**	**6,294,754**	**2,260**
Total New + Existing	**84,150**	**17,831,816**	**1,990,359**	**16,799,481**	**4,964**
sf = square feet. NOTE: Numbers differ slightly from ECLU Table 3-3 due to rounding in the GPU.					

Table 3-9 GPU Projected Employment (Citywide)						
	Retail	Office	Industrial	Hotel	Other	Total Jobs
Existing						**48,199**
Areas of Change	2,700	4,500	9,000	2,100	5,500	23,800
Pipeline Projects	1,300	200	--	2,000	1,100	4,600
Total New Jobs	**4,000**	**4,700**	**9,000**	**4,100**	**6,600**	**28,400**
Total Jobs Citywide (New + Existing)						**76,599**

3.8 Intended Uses of the EIR

This PEIR examines the potential environmental impacts of implementing the project. As no specific developments are proposed as part of the project, this PEIR provides a programmatic approach and does not evaluate the potential project-specific environmental impacts of individual development proposals that may be allowed under the project after its adoption. Subsequent projects would be reviewed by the City for consistency with the project and this PEIR, and adequate project-level environmental review would be conducted, as required, under CEQA. The intention of this PEIR is to provide a streamlined approach to future CEQA review by providing regulatory and policy direction, with opportunity for future development projects to tier[1] from this PEIR with limited additional

[1]Section 15385 of the CEQA Guidelines describes "tiering" as "the coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared."

environmental review. To assist in the streamlining process, this PEIR includes a framework of relevant policies, standard conditions of approval, and an MMRP to guide future projects.

3.9 Required Approvals

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. The current discretionary actions for this project consist of the following:

- Adopt a General Plan Amendment updating the General Plan Elements, and City's Land Use Map
- Approve the SSCSP
- Adopt the CAP
- Certify the PEIR
- Adopt the Mitigation Monitoring and Reporting Program (MMRP)
- Adopt the Statement of Overriding Considerations

3.10 Future Environmental Review and Consultation Requirements

Future discretionary actions required to implement policy measures would consist of:

- Local Coastal Program Amendment to implement the General Plan policy framework within the Coastal Zone
- Rezone Actions
- Adopt a Community Plan for South Morro Hills
- Adoption of updated development standards for the Inland Agricultural District
- Adoption of New Ordinances
- Updates to Municipal Code Regulations

Chapter 4.0
Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of project implementation. The environmental issues discussed within the following sections include those that were identified by the City of Oceanside (City) through preliminary project review and in response to comments received on the Notice of Preparation.

The environmental issues addressed in the following sections include:

4.1 Land Use and Planning
4.2 Aesthetics
4.3 Agricultural and Forestry Services
4.4 Air Quality
4.5 Biological Resources
4.6 Cultural and Tribal Cultural Resources
4.7 Energy
4.8 Geology and Soils
4.9 Greenhouse Gas Emissions
4.10 Hazards and Hazardous Materials
4.11 Hydrology and Water Quality
4.13 Noise
4.14 Population and Housing
4.15 Public Services. Parks, and Recreation
4.16 Transportation
4.17 Utilities and Service Systems
4.18 Wildfire

Each issue analysis section is formatted to include a description of existing conditions, the criteria for the determination of impact significance, evaluation of potential project impacts, mitigation measures if applicable, and conclusion of significance after mitigation for impacts identified as requiring mitigation. All potential direct, indirect and cumulative impacts in Chapter 4.0 are evaluated in relation to applicable City, state, and federal standards, as well as application of goals and policies proposed by the General Plan Update and Smart and Sustainable Corridors Specific Plan.

4.1 Land Use and Planning

This section addresses potential project impacts related to land use and planning that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.1.1 Existing Conditions

4.1.1.1 Existing Citywide Land Uses, Zoning, and Development Patterns

The City encompasses a total of 27,012 acres (approximately 42 square miles). The City's current population is estimated to be 177,335 (Dyett & Bhatia 2023). City land uses are primarily regulated by the current General Plan, existing Specific Plans, and the City's Code of Ordinances. A portion of the City lies within the state's coastal zone. Land uses within the coastal zone are specifically governed by the City's Coastal Zoning Ordinance (CZO) and the Local Coastal Program (LCP).

Existing General Plan land uses throughout the City are shown on Figure 4.1-1. Existing zoning designations are shown on Figure 4.1-2. As illustrated in these figures, land uses throughout the City range from agricultural operations in the City's northeastern corner, to high density residential and commercial development along the coastline, to varying types and scales of residential, commercial, and industrial development spread throughout the City.

Table 4.1-1 provides a summary of existing land uses throughout the City.

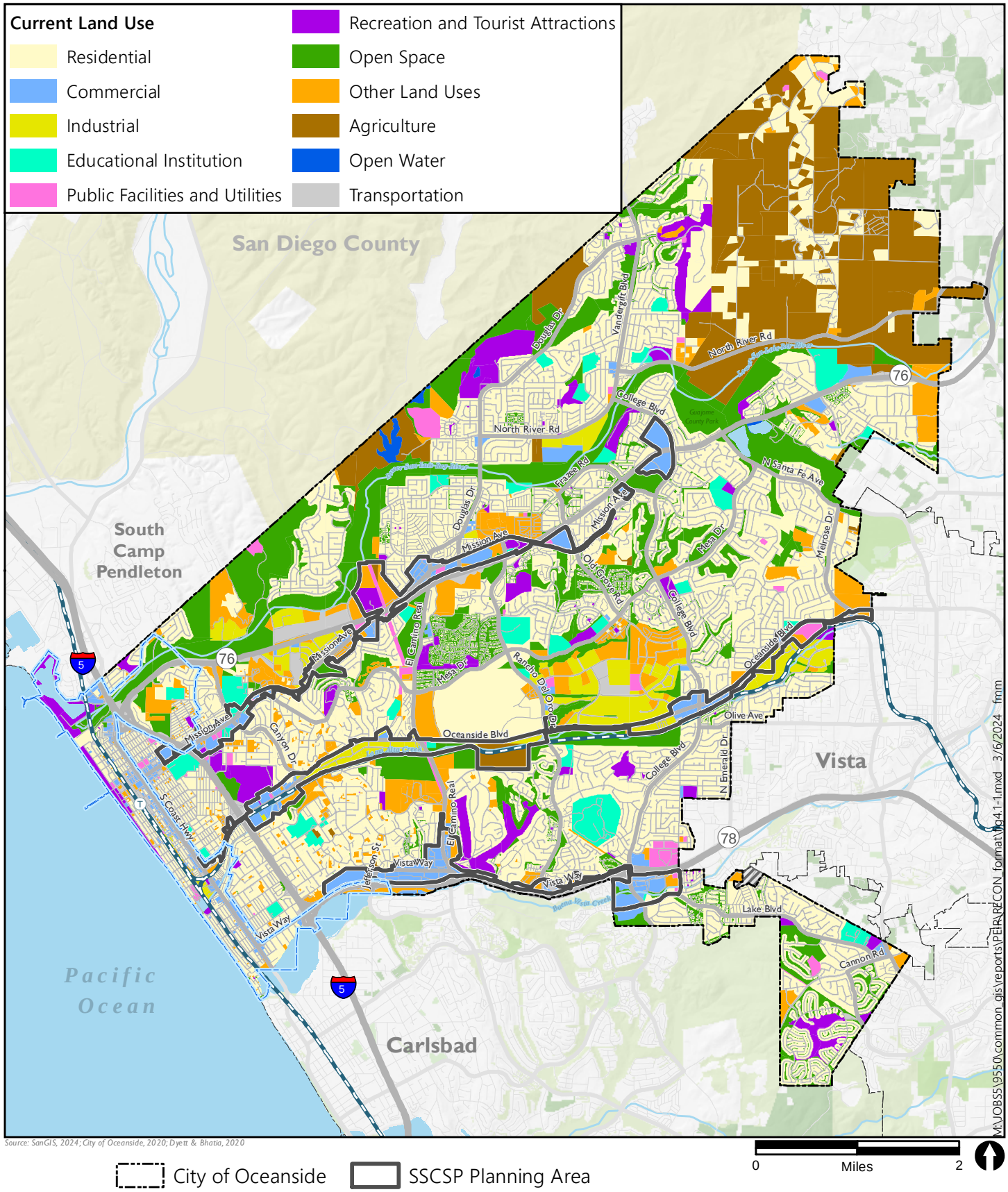


FIGURE 4.1-1
City of Oceanside Existing Land Uses

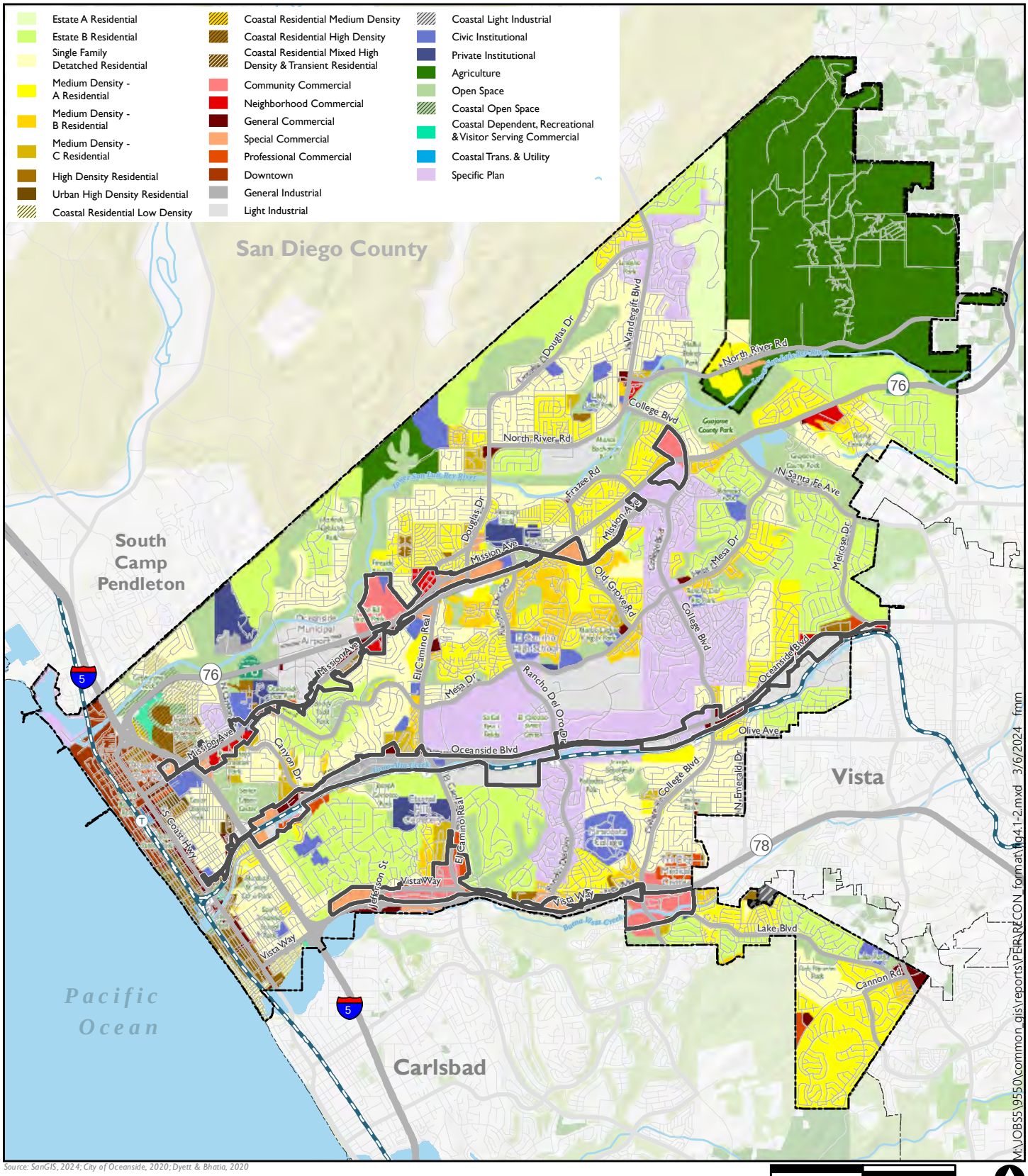


FIGURE 4.1-2

City of Oceanside Existing Zoning Designations

Table 4.1-1 Existing Land Use		
Land Use	Existing Acreages	Percent
Agricultural	2,861	10.6
Commercial	878	3.3
General Commercial	761	2.8
Office	54	0.2
Hospitality	46	0.2
Mixed Use	16	0.1
Industrial	945	3.5
Light Industrial	899	3.3
General Industrial	45	0.2
Parks/Open Space	5,757	21.3
Parks	294	1.1
Open Space	4,467	16.5
Recreational	996	36.9
Public/Institutional (includes Education)	1,562	5.8
Public/Community Facility	459	1.7
School/Educational Facility	679	2.5
Airport	48	0.2
Marina	95	0.4
Health Care Facility	93	0.3
Utility	188	0.7
Residential	9,716	36
Mobile Home	371	1.4
Multi-Family Residential	1,096	4.1
Rural Residential	765	2.8
Single-Family Residential	7,483	27.7
Roads/Right of Way	4,258	15.8
Vacant	1,015	3.8
TOTAL	**27,012**	**100**
SOURCE: City of Oceanside 2021. NOTE: Total acreages may not add due to rounding.		

Overall, the existing development throughout the City totals 66,592 residential units and approximately 28,152,000 square feet of non-residential uses supporting 48,199 jobs (Dyett & Bhatia 2023).

a. Residential Land Uses

Residential makes up 36 percent of the City's land uses. Single-family homes are the most common type of residential development, comprising approximately 70 percent of total residential use within Oceanside. Single-family neighborhoods are dispersed throughout the City. Multi-family residential units comprise 19 percent of residential uses, with multi-family developments clustered in areas bordering the east-west corridors of Highway 76, Highway 78, and Mesa Drive, as well as the north-

south corridors of El Camino Real, Rancho del Oro Drive, and Old Grove Road. Multi-family housing is also prevalent in portions of the coastal area.

Rural residential uses make up 8 percent of residential uses and are primarily located in the northeastern portion of the City. Mobile homes make up 4 percent of residential land uses and are concentrated near Douglas Drive, west of Interstate 5 and Loma Alta Creek.

b. Parks and Open Space

Just over a fifth of the City (approximately 21 percent) accommodates recreational and natural open space. Park and open space areas throughout the City are shown in Figure 4.5-1. The park areas provide active recreational activities. See Section 4.15.1.4 for a discussion of the City's existing parkland. Preserves and open space area provide passive recreational opportunities and conservation of native habitat. The largest open space areas are found near the City's northwestern border, along its principal watersheds, including the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, as well as within Guajome County Park south of the South Morro Hills area.

c. Agricultural Uses

As shown in Figure 4.1-3, the City's northeast corner, the South Morro Hills area contains most of the City's agricultural land, which comprises approximately 11 percent of total land use. The South Morro Hills region encompasses a 5.4-square-mile (3,440 acres) area and contains most of the City's agricultural land. The area has a rich history of farming and is known to produce avocados, tomatoes, strawberries, cut flowers, succulents, and coffee, and has wholesale nurseries. While the area's existing Agricultural designation is primarily intended to support farming, the City's Zoning Ordinance does allow for parcels to be subdivided into 2.5-acre lots and developed with one single-family residence per parcel if the residential development does not interfere with agricultural activities. Several parcels along Sleeping Indian Road have been subdivided into 2.5-acre parcels for single-family homes. Additionally, City zoning allows lower-intensity ("Tier 1") agritourism uses such as U-Pick operations, petting zoos, and farm stands.

d. Public and Institutional Uses

Public and institutional land uses make up 6 percent of the City's existing land uses. As shown in Figure 4.1-4, schools and educational facilities make up most of this land use type. Three public school districts operate in Oceanside: Oceanside Unified, Vista Unified, and Bonsall Elementary. Private schools in Oceanside include Coastal Academy, St. Mary Star of the Sea, and several Montessori schools. Mira Costa Community College maintains two campuses in the City and there are several vocational schools including UEI College, California Career College, and Media Tech Institute.

e. Industrial Land Uses

Industrial land uses make up 3.5 percent of the City's land uses (see Figure 4.1-1). The City's industrial uses are mainly those defined as light industry including warehousing and distribution, biotechnology, sports equipment and apparel, and food processing.

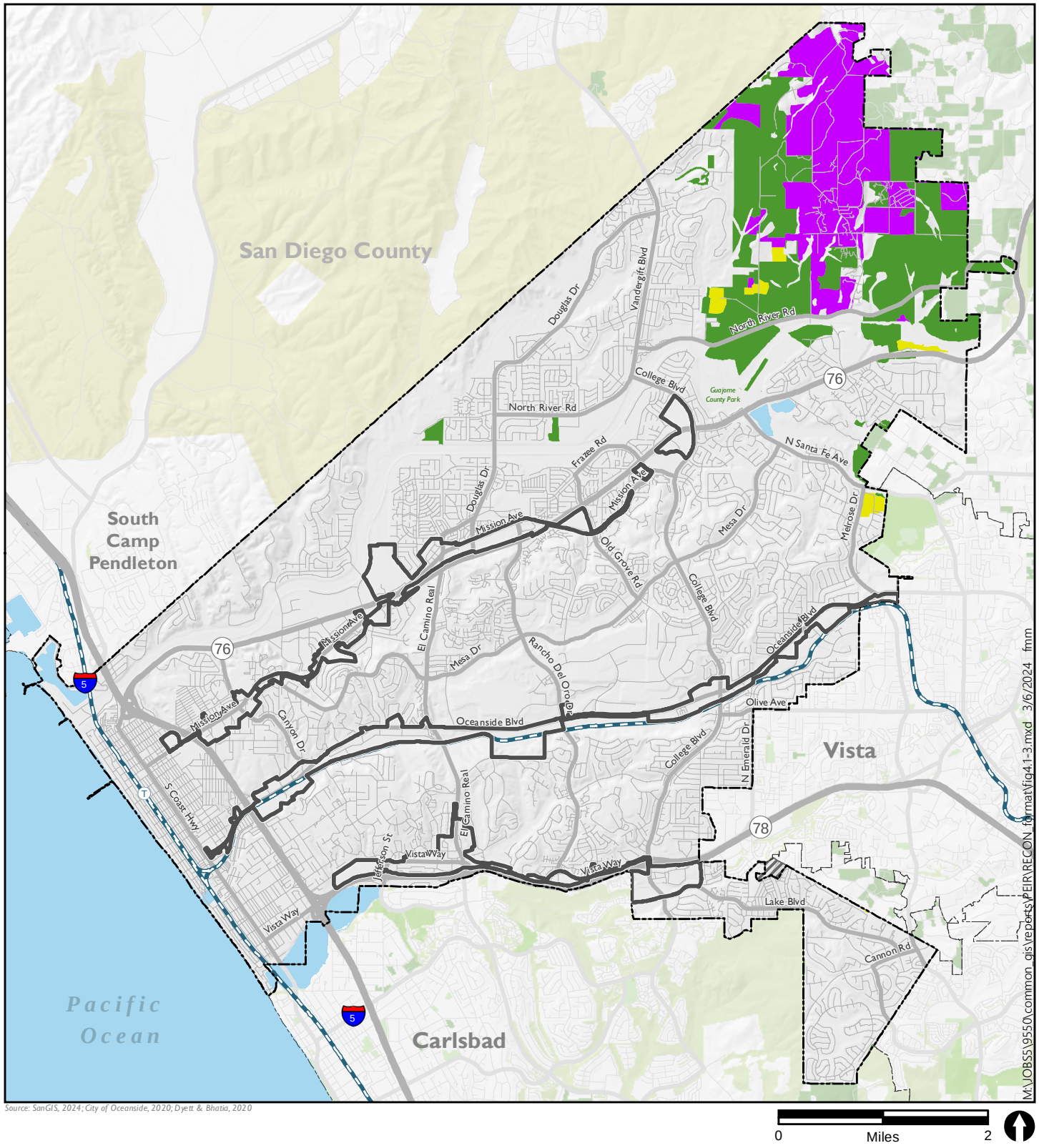


FIGURE 4.1-3
Agricultural Categories

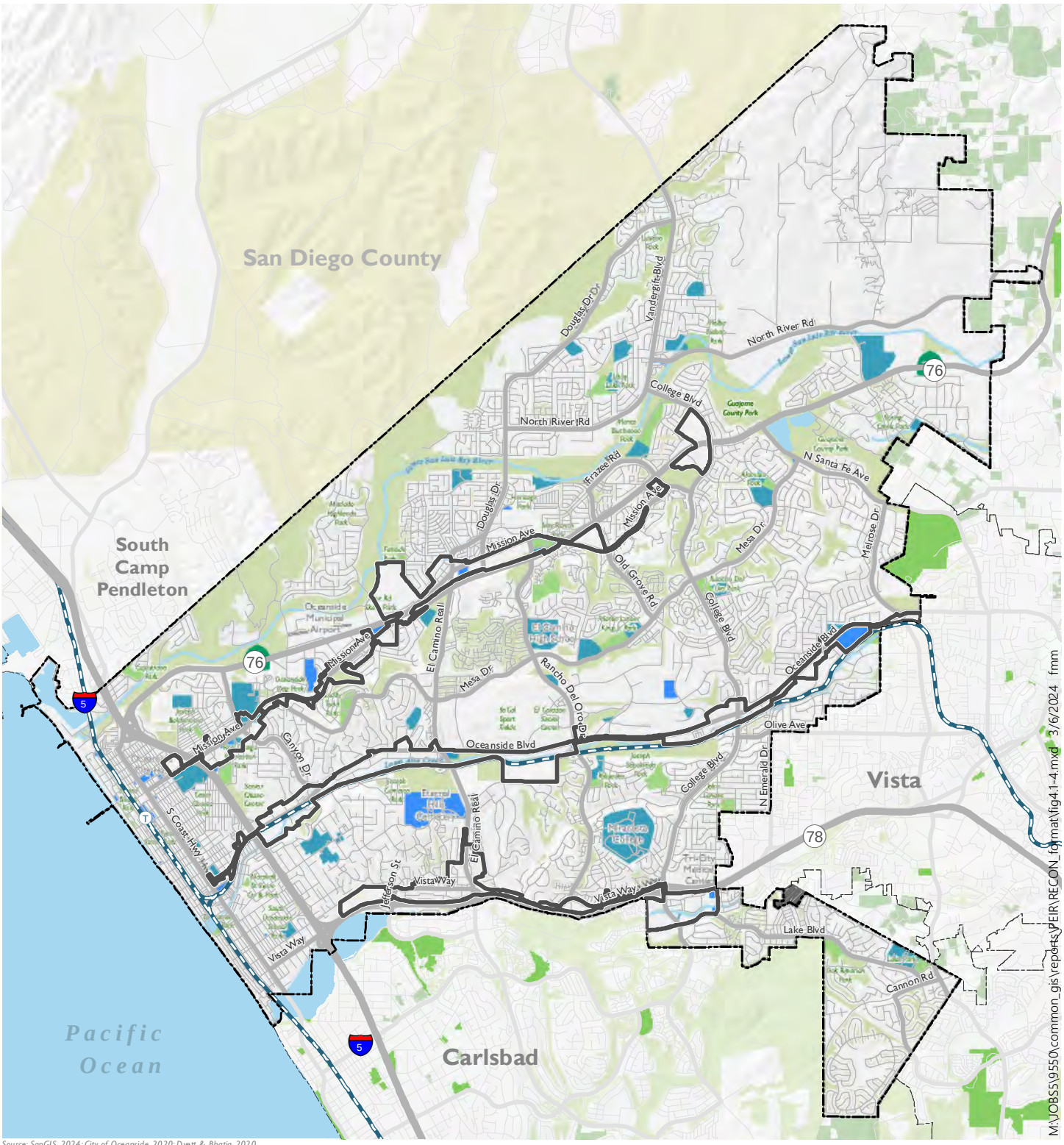


FIGURE 4.1-4
Schools and Other Public Facilities

f. Commercial Land Uses

Commercial uses occupy 3.3 percent of the City (see Figure 4.1-1). Most commercial uses, including retail, lodging, and offices, are located along the City's major transit corridors, including the Coast Highway, Highways 76 and 78, and Oceanside Boulevard. Downtown Oceanside, which includes the blocks surrounding Mission Avenue and Coast Highway, contains a mixture of commercial uses, and include the City's main clusters of hospitality uses.

4.1.1.2 South Morro Hills Planning Area

The South Morro Hills region is designated for agricultural use. South Morro Hills encompasses a 5.5-square-mile (3,500 acres) area of agriculturally zoned land in the northeast corner of the City. Existing zoning allows for parcels to be subdivided into lots with a minimum size of 2.5 acres, developed with one single-family residence per parcel. Additionally, 2018 amendments to the Zoning Ordinance allow for Tier 1 agritourism activities (see Section 4.1.2.3.d, Agritourism Strategic Plan).

Although under the City's existing General Plan and Zoning Ordinance South Morro Hills is designated as Agricultural (A), there are mechanisms established by the City's Zoning Ordinance that allow for the redesignation of agricultural land to accommodate other uses. In particular, Article 17 of the City's Zoning Ordinance provides for the planned development (PD) plan process, which allows property owners and developers to proposed alternative land use designations on properties at least four acres in size. There are currently more than 30 developed PD plans throughout the City. In 2019, the City Council approved the first PD plan proposed in South Morro Hills. Known as North River Farms, the approved PD plan allows open space, single-family and medium-density residential, commercial, and agricultural uses on a 215-acre property at the southwest corner of South Morro Hills. The North River Farms project is expected to bring nearly 400 new housing units that most recently supported a variety of row crops (City of Oceanside 2020).

The South Morro Hills Planning Area contains about 180 housing units and 150 employed residents. In 2017, there were 280 jobs in the area, with the vast majority (96 percent) in the agricultural sector (City of Oceanside 2020). The area's existing land use pattern reflects a rural character. Table 4.1-2 shows the extent of existing land uses in the community.

Table 4.1-2
South Morro Hills Existing Land Uses

Land Use	Acreage	Percent
Agriculture	2,620	76.2
Rural Residential	643	18.7
Utilities	7	0.2
Road/Right-of-Way	91	2.7
Vacant or Underutilized	77	2.2

As shown in Table 4.1-2, the largest single existing land use is agriculture, comprising approximately 76 percent of the area. Rural residential uses, which include single-family detached homes, comprise approximately 19 percent of the area and occur in a patchwork throughout the Planning Area. Most

of these homes are on 2.5-acre or larger parcels. Vacant or underutilized parcels, which comprise approximately 2 percent of the area are in the northern portion of the area. There are no active commercial land uses in South Morro Hills.

4.1.1.3 Existing Specific and Area Plans

The City has a number of planned communities governed by Specific Plans and Area Plans, each with specific residential character and design requirements. These individual plans serve to guide land use decisions and physical development within each focused area. These areas include the coastal zone; Coast Highway Incentive District; El Corazon Specific Plan; Oceanside Boulevard Vision Statement; Downtown Oceanside Master Plan; and Rancho del Oro Specific Plan. Relevant portions of each plan are discussed under Section 4.1.2.4, below.

4.1.2 Regulatory Setting

4.1.2.1 State

a. California Coastal Act

The California Coastal Commission was established by voter initiative in 1972 later made permanent by the Legislature through adoption of the California Coastal Act of 1976. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

The Coastal Act includes specific policies (see Division 20 of the Public Resources Code) that address issues such as shoreline public access and recreation, visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Coastal Commission and by local governments, pursuant to the Coastal Act.

b. State Housing Element Law

State Housing Element law requires cities to regularly update their housing elements to identify and analyze housing need, establish reasonable goals based on those needs, and set forth a comprehensive list of actions to achieve those goals. In the face of mounting housing costs and the lack of affordable housing throughout the state, the legislature has prioritized the provision of a decent home and suitable living environment to each Californian, with particular focus on housing affordable to low and very low-income households. State Housing Element law (Government Code Section 65583 et seq.) requires all incorporated cities and unincorporated counties to regularly update their General Plan Housing Element to ensure each city and county in the state provides its

fair share of housing at all economic levels. For the 6th housing cycle, San Diego County has been assigned a Regional Housing Needs Assessment (RHNA) of 171,685 housing units with the City receiving an allocation of 5,443 units at four income levels (Very Low, Low, Moderate, and Above Moderate).

Local jurisdictions must demonstrate in their Housing Element that they maintain adequate land resources under appropriate zoning to accommodate their share of the regional housing growth. Moreover, in accordance with state law, the Housing Element must also identify specific programs that describe how each jurisdiction will implement and achieve its housing goals and policies. Programs are typically implemented by action items that must be completed during the eight-year housing cycle. The City has been allocated a RHNA of 5,443 units for the 6th cycle (City of Oceanside 2022). As discussed in Chapter 3.0, Project Description, the project would result in the implementation of Housing Programs 7 and 8, which address the City's compliance with the state RHNA goals assigned to the City, and Program 9, which establishes new zoning standards for properties identified as having the capacity to accommodate additional housing.

c. Senate Bill 375

Senate Bill (SB) 375, the 2008 Sustainable Communities and Climate Protection Act, requires the California Air Resources Board (CARB) to set regional targets for the reduction of greenhouse gas (GHG) emissions. SB 375 is intended to ensure that cities and counties are closely involved in developing an effective plan for the region to achieve the targets and relies on the regional transportation planning process to achieve targeted goals (see Sections 4.9 and 4.16).

4.1.2.2 Regional

a. San Diego Forward: The 2021 Regional Plan

San Diego Forward was adopted by the San Diego Association of Governments (SANDAG) Board of Directors on December 10, 2021. The 2021 Regional Plan focuses on forecasted growth in the region to the year 2050. The vision of the 2021 Regional Plan is to develop an assessable transportation system guided by three primary goals: the efficient movement of people and goods; access to affordable, reliable, and safe mobility options; and healthier air and reduced GHG emissions. San Diego Forward is intended to provide a plan for future growth through the year 2050 based on principles of sustainability and smart growth.

Complete Corridors

The Complete Corridors vision combines infrastructure improvements and advanced technology to provide communities surrounding major highways with more travel options. The SANDAG is planning a road network, the intent of which is to accommodate safe multi-modes of transportation. The GPU establishes a complete streets criteria checklist for capital improvement projects (CIP) providing an opportunity for future projects to incorporate complete street improvements into development plans.

Transit Leap and Mobility Hubs

The 2021 Regional Plan supports the creation of a network of fast, convenient, and reliable transit services to move people from where they live to where they want to go. Mobility hubs are vibrant activity centers where different travel options–walking, biking, transit, and shared mobility–come together to connect people with their destinations and businesses with their customers. The GPU includes policies that support creating connections with SANDAG and North County Transit District (NCTD) to expand access to transit.

Sustainable Communities Strategy

By law, the Regional Plan must include several elements, one of which is the Sustainable Communities Strategy (SCS). Developed in accordance with SB 375, the SCS identifies ways to achieve SANDAG's regional share of statewide GHG reduction targets from cars and light-duty trucks. In 2018, CARB set targets for the SANDAG region of a 15 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 19 percent reduction by 2035.

The SCS also focuses on housing and job growth in the urbanized areas where there is existing and planned infrastructure; protection of sensitive habitat and open space; investment in a network that gives residents and workers transportation options; the promotion of equity for all; and the implementation of the plan through incentives and collaboration.

Smart Growth Opportunity Maps

The 2021 Regional Plan incorporates Smart Growth Concept Maps that identify the location of existing, planned, and potential Smart Growth Opportunity Areas (SGOA). The term "smart growth" refers to a compact, efficient, and environmentally sensitive urban development pattern. Smart growth focuses on future growth and infill development close to employment, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. Smart growth is characterized by more compact, higher density development in urbanized areas throughout the region. These areas are walkable, bike-friendly, near public transit, and promote good community design, resulting in housing and transportation choices for those who live and work in these areas.

SANDAG SGOAs within the City as shown on Figure 4.1-5. The planned SGOAs are located within the SSCSP Planning Area.

Map Source: SANDAG

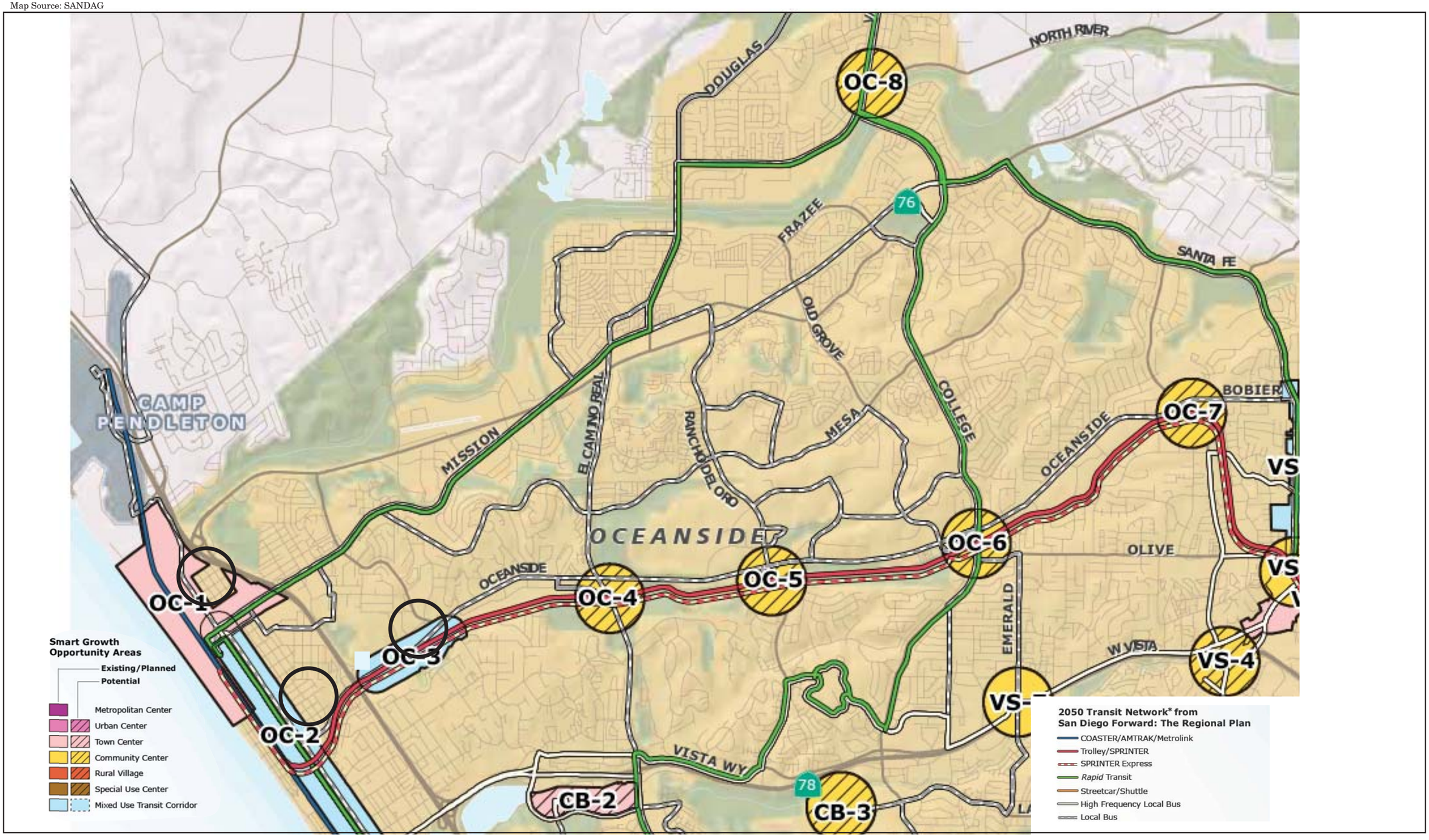


FIGURE 4.1-5
Smart Growth Opportunity Areas

4.1.2.3 Local

a. City of Oceanside Draft Subarea Habitat Conservation Plan

The draft Oceanside Subarea Plan (SAP) was prepared per the state of California's Natural Community Conservation Planning Act of 1991 and the Endangered Species Act. In 1996, the City began subarea planning to better define conservation priorities within the City and developed a draft SAP under the subregional umbrella of the Multiple Habitat Conservation Program (MHCP). The approach was to identify a citywide preserve system that met local and regional biological goals, while minimizing fiscal and economic impacts to the City and adverse effects on private property rights or property values. Although the draft SAP was circulated for public review in 2004 and revised in 2009, it has not been approved. Nevertheless, the City utilizes the draft SAP as a guide for habitat preservation and restoration in conjunction with new private development and CIPs (see Section 4.5).

The most critical SAP strategies include creation of habitat preserve areas, wildlife crossing zones, mitigation ratios for impacts to biological resources.

b. City of Oceanside Comprehensive Zoning Ordinance (October 11, 2021)

The City's Zoning Ordinance is an implementation tool for the General Plan and provides permitted land uses and development standards for each land use category. The Zoning Ordinance establishes zoning designations or classifications, each with a list of permitted uses and standards for building setbacks, densities, heights, and other design considerations. Figure 4.1-2 maps the existing zoning designations throughout the City.

The Zoning Ordinance establishes multiple base districts, as well as nine overlay zoning districts, each of which include land use and development standards, summarized as follows:

The base districts include: Residential Districts (Article 10); Residential Coastal Zone (Article 10C); Commercial District (Article 11); Commercial District Coastal Zone (Article 11C); Downtown District (Article 12); Industrial Districts (Article 13); Industrial Coastal Zone (Article 13C); Agricultural District (Article 14); Open Space District (Article 15); Public/Semi-Public District (Article 16); Public Utility and Transportation Coastal Zone (Article 16C); Planned Development District (Article 17); Military Reservation and Public District (Article 18); Mobile Home Park District (Article 19); and Harbor District (Article 20).

The nine overlay zoning districts are as follows: Historic Overlay District; Park Overlay District; Conservation Overlay District; Planned Block Development; Interim Study Overlay District; Master Plan Overlay District; Nonconforming Use Amortization Overlay District; Equestrian Overlay District; and Senior Mobile Home Park Overlay District. These overlay zoning districts establish additional regulations beyond those applicable to the base zoning district, though in some instances they provide for flexibility in how land use and development is regulated.

c. Coast Highway Vision and Strategic Plan

The Coast Highway Vision and Strategic Plan (CHVSP) was adopted by the City as an advisory document intended to guide future development of the Coast Highway Corridor. The CHVSP outlines a series of design ideas and concepts to revitalize the Coast Highway corridor and surrounding neighborhood. The CHVSP transforms the Coast Highway from an auto-oriented thoroughfare into a mixed-use pedestrian-oriented environment that accommodates new residential uses and expanded commercial amenities for residents and visitors. The CHVSP identifies four nodes for concentrated development in the planning area, focusing on creating transit, pedestrian, and bicycle-oriented development and siting higher density development adjacent to the two transit stations in the district. Suggested development densities range from 43+ dwelling units per acre (du/acre) in the nodes, where higher density residential development is paired with employment hubs and commercial venues. Parking is reconfigured to be sited away from street frontage and required parking ratios are reduced near transit stations. One of the Strategic Plan components includes creation of an Incentive District along the corridor, which provides an alternative to existing zoning standards that allows for additional building height and density in exchange for public benefits, standalone residential uses, and expedited permit processing supported by form-based development standards. The Incentive District was adopted in August 2019 and is discussed in greater detail under Specific and Area Plans, below.

d. Agritourism Strategic Plan

Completed in 2017, the Agritourism Strategic Plan outlines two tiers of new agritourism uses for South Morro Hills. Tier 1 strategies are comprised of lower-intensity and lower investment uses like U-Pick operations, petting zoos, farm stands, and small bed and breakfasts. This strategy does not require new major infrastructure and embodies existing capacity of the farmers. On October 3, 2018 the City Council approved amendments to the Zoning Ordinance to introduce agritourism and Tier 1 agritourism activities; the Tier 1 Agricultural Zone amendments were effective as of November 2018.

Future Tier 2 strategies build from Tier 1 but involves increased capital investments by both the farm community and the City. Tier 2 strategies would include higher-intensity and higher-investment uses that may require additional public infrastructure, like hotels, festivals, and larger retail operations to sell farm products. Tier 2 strategies require a community-based vision of South Morro Hills which is not part of this effort.

e. Airport Land Use Consistency Plan

The purpose of an Airport Land Use Consistency Plan (ALUCP) is to provide for the orderly growth of airports and the areas surrounding airports, and to safeguard the general welfare of inhabitants within an airport's vicinity. An ALUCP addresses compatibility between airport operations and future land uses that surround them by providing policies and criteria for aircraft overflight, noise, safety, and airspace protection, to both minimize the public's exposure to excessive noise and safety hazards within the Airport Influence Area (AIA) that could affect airspace and/or overflight concerns. Any proposed land use plan amendments or rezones within an AIA are required by state law to be submitted to the Airport Land Use Commission for a consistency determination with the ALUCP. Portions of the City fall within the AIA of three airports, described below.

Oceanside Municipal Airport

Portions of the City are within noise compatibility contours and AIA Review Areas 1 and 2, as defined by the Oceanside Municipal Airport ALUCP (see Section 4.10, Figure 4.10-2a). AIA Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land use actions. Within AIA Review Area 1, generally all land use actions are subject to Airport Land Use Commission (ALUC) review. Under the GPU, two land use designations. Research and Development and Neighborhood Commercial are proposed within Review Area 1.

Marine Corps Air Station Camp Pendleton

The City is outside of any noise or safety zones associated with the Marine Corps Air Station (MCAS) Camp Pendleton ALUCP. However, portions of the City are located within AIA Review Area 2 of the MCAS Camp Pendleton ALUCP (see Section 4.10, Figure 4.10-2b). The adoption or approval of a new General Plan that could affect land within the AIA could require review by the Airport Land Use Commission depending on height allowance, potential visual hazard to aircraft, or potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of the airport.

McClellan-Palomar Airport

The City is outside of any noise or safety hazard zone associated with the McClellan-Palomar ALUCP. However, a small part of the southern tip of the City are located within Airport Overflight Notification Area and AIA Review Area 2 (see Section 4.10, Figure 4.10-2b).

4.1.2.4 City of Oceanside Specific and Area Plans

As previously stated, Specific Plans and Area Plans are focused planning efforts that serve to guide decisions about physical development in a focused area.

a. Local Coastal Program (and Coastal Zoning Ordinance)

The California Coastal Act requires that individual jurisdictions adopt an LCP to implement Coastal Act policies. The City's 1986 LCP consists of a land use plan document (separate from the General Plan) containing land use policies and an implementing ordinance applicable to the City's coastal zone. Land use designations and existing zoning for the coastal zone is shown in Figures 4.1-1 and 4.1-2, respectively. The purpose of the LCP is to guide future development in the City's coastal zone in a manner that protects and enhances coastal resources.

The City is undertaking an update of its LCP, including an updated policy framework for the Coastal Land Use Plan. The updated LCP would incorporate a coastal hazard vulnerability assessment and adaptation planning to address potential impacts of sea level rise and associated coastal hazards. The updated plan would also address a variety of topic areas including public access, recreation and visitor-serving facilities, scenic resources, planning and locating new development, and water quality protection.

b. Coast Highway Incentive District

Implementation of the CHVSP (see Section 4.1.2.3d) included the establishment of an Incentive District located along the Coast Highway corridor from Seagaze Drive to the City's southern boundary at Buena Vista Lagoon. The Incentive District was adopted in August 2019, providing an alternative to (not a replacement of) existing zoning standards, allowing additional building height and density, standalone residential use, and expedited permit processing in exchange for public benefits and adherence to form-based development standards.

The proposed SSCSP is informed by the Incentive District and would serve to further implement the vision for increased density and intensity of uses along Coast Highway.

c. El Corazon Specific Plan

The El Corazon Specific Plan is an approximately 465-acre area located in the center of the City, between El Camino Real and Rancho del Oro Drive to the west and east, and Oceanside Boulevard and Mesa Drive to the south and north. The El Corazon Specific Plan area is divided into six districts, each with a particular vision for future development with development standards, customized allowable uses, and design guidelines: parks and recreation (212 acres), habitat (164 acres), civic services (34 acres), Oceanside Boulevard commercial (25 acres), village commercial (19 acres), and hotel (11 acres). Development of the Specific Plan is ongoing.

d. Oceanside Boulevard Vision Statement

Based on direction from City Council, a vision and master planning effort commenced for the area of Oceanside Boulevard bound by I-5 and El Camino Real. The integrated effort between City staff, and public resulted in a vision for a sustainable creek along a vibrant neighborhood. The Vision Statement outlined steps to achieve this vision, including development of a Master Plan; encouragement of economic development and redevelopment of areas to offer quality services and a mix of uses; creation of a continuous network of paths and open spaces to encourage bicycling and pedestrian activity; incorporation of natural landscaping, art, and placemaking components; implementation of traffic management techniques; and establishment of a revitalized Loma Alta creek as the "core" of the open space and trail system. The master planning process is not yet completed.

e. Downtown Oceanside Master Plan (2000)

The Downtown Oceanside Master Plan was prepared to implement the land use policies approved by the Coastal Commission as part of LCP-1-91, which encourages the development of visitor-serving commercial facilities and tourist and visitor-oriented accommodations. The Master Plan applies to a nine-block area bounded by The Strand, Cleveland Street, Seagaze Drive, and Civic Center Drive. The Master Plan consists of standards and guidelines and serves to implement existing City regulations (e.g., Zoning Ordinance, LCP) and Community Development Commission land use regulations and development criteria. Development in the nine-block area has either been completed or is underway.

f. Rancho del Oro Specific Plan (1985)

The Rancho del Oro Specific Plan area encompasses approximately 1,940 acres of land within the geographic center of the City. The plan was prepared to provide for the development of comprehensive planned community made up of several subdivisions or "villages," each with its own master plan. Many of those villages are located near College Boulevard north of Oceanside Boulevard and others south of Mesa Drive between College and El Camino Real. The mixed land use plan provides for the phased development of the property with industrial and commercial uses as well as a variety of residential housing opportunities and includes provisions for implementing circulation system and public utility improvements. The Master Plans include the Planned Residential Development Mater Plan, Commercial Master Development Plan, and Industrial Master Development Plan, each containing supplemental zoning regulations (i.e., density, permitted, conditionally permitted, and prohibited uses) and development and performance standards relevant for each use.

4.1.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.1.3.1 Policy Framework

The following policies are examples of the policy framework intended to support land use consistency throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU provides direction for balanced and organized land uses. The City is striving to support both new development and protect and enhance the City's natural environment, and conservation of farmland.

- Goal 3-J: As the City's commercial corridors and established neighborhoods accommodate additional housing and employment-oriented uses, land use compatibility will be maintained through land use and development standards, right-of-way public realm improvements, and code enforcement.
- Goal 3-K: Transitional areas between districts characterized by different land use types and intensities will provide for landscape buffers, traffic management features, noise-attenuating features, and contrasting visual elements.

Efficient Land Uses

- Policy 3-3: Encourage the development of walkable neighborhoods.
- Policy 3-4: Employ zoning incentives, streamlined project review, and strategic public realm improvements to channel the bulk of new housing and non-residential development into already-urbanized areas currently served by infrastructure and transit.

Use Compatibility

- Policy 3-21: Identify and consider adjacent and surrounding land uses and land divisions in any City action creating a legal division of land or real property, to ensure compatibility and proper integration.

b. GPU Integrated Mobility Element (IM)

The IM promotes a citywide mobility network that effectively integrates all modes of travel, making it easier for travelers to both access and transition between a broad range of mobility modes. The IM includes goals and policies that align with the 2021 Regional Plan.

- Goal 4-E: The City's vehicular circulation network will provide for the safe movement of automobiles while accommodating sustainable alternative travel modes.
- Goal 4-F: The City's vehicular circulation network will provide for efficient traffic movement while providing safe, accessible, and comfortable facilities for other roadway users.
- Goal 4-G: Through coordinated land use and transportation planning, enhanced transportation management systems, and expanded pedestrian and bicycle infrastructure, the City will facilitate a decrease in vehicle miles traveled (VMT) and associated greenhouse gas emissions.

Safe and Accessible Facilities

- Policy 4-14: Employ Complete Streets principles to make streets equally accessible and comfortable for users of all ages and abilities.
- Accessible Service Policy 4-77: Coordinate with SANDAG and North County Transit District to establish mobility hubs that support regional efforts to expand access to transit.

c. SSCSP Mobility

The SSCSP Mobility chapter provides guidance for anticipated land uses to be supported and enhanced by mobility choices. The chapter aligns City goals and policies for the SSCSP Planning Area with the 2021 Regional Plan

- Policy M-27: Mobility Hubs. Implement mobility hub sites within the Oceanside mobility hub coverage area boundaries recommended in the SANDAG Regional Plan. The boundary encompasses Oceanside west of El Camino Real. Mobility hub sites should be encouraged

throughout the coverage area, though feature extensively along the SSCSP corridors at transit stops, activity centers and major developments. Mobility hub sites are places where different transportation options and amenities are configured in one physical location to provide a combination of amenities to facilitate multimodal trips and help address transit "first and last mile" access. Amenities may include long-term and short-term bicycle parking options, dedicated space for pick-up and drop-off, comfortable waiting areas, staging of flexible fleet equipment (e.g., shared vehicles, bicycles, and scooters), and trip planning information.

4.1.4 Physically Divide and Established Community

4.1.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to land use are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. A significant impact related to physical division of community would occur if the project would:

- Physically divide an established community?

4.1.4.2 Impact Analysis

A significant percentage of the City's land area supports single-family residential development. The project does not propose changes to existing land use and development standards for single-family development, and thus no significant physical changes to the City's single-family neighborhoods are anticipated. The project seeks to catalyze change primarily within the City's major commercial corridors by facilitating infill and redevelopment through increased residential density allowances, increased building height allowances, and a streamlined development review process. The project also seeks to facilitate higher and better use within some of Oceanside's industrial areas (e.g., Oceanside Business Park, Industry Street). A key objective of the project is to protect open space and farmland by channeling the bulk of future housing and employment growth into the City's already urbanized commercial corridors and industrial areas.

The GPU and SSCSP land use frameworks focus future development and redevelopment within already urbanized areas (ECLU Policy 3-4), especially those areas identified in SANDAG Smart Growth map. Although future infrastructure improvements are anticipated, the project does not include the construction of new roads that could physically divide an established community.

4.1.4.3 Significance of Impacts

The City is urbanized with established roadways and the project does not include any project features that would have the potential to physically divide an established community. Indeed, the goals and policies of the GPU and SSCSP call for improvements that reduce existing physical barriers occasioned by roadways, railroads, and natural features like topography and watercourses. Therefore, impacts would be less than significant.

4.1.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.5 Conflicts with Applicable Plans

4.1.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to land use are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. A significant impact related to land use plan consistency would occur if the project would:

- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

4.1.5.2 Impact Analysis

This subsection is intended to provide perspective on whether the proposed project fits into the framework of existing relevant goals and policies. Because the project is a comprehensive update of the City's General Plan policies and introduction of new policies guiding development of the SSCSP Planning Area, this analysis initially focuses on plans and policies that other agencies have adopted to guide future growth and development, as well as City plans other than the General Plan.

Future development throughout the City would be required to adhere to the goals, policies and actions contained within the updated General Plan elements. Likewise, future development within the SSCSP Planning Area would be reviewed for consistency with goals and policies contained within the SSCSP. The application of the proposed goals and policies are discussed throughout Chapter 4.0 of this PEIR. However, any policies related specifically to land use consistency are discussed below.

The project also includes an update to the City's Climate Action Plan (CAP) to account for increased housing and employment growth resulting from the GPU and SSCSP. A detailed discussion of the CAP and the project's role in implementation of updated GHG targets is included in Section 4.9.

a. State Regulations and Plans

California Coastal Act

Development within the coastal zone requires uniformity with the California Coastal Act (see Section 4.1.2.1.a). Implementation of the goals and policies of the California Coastal Act are captured in the City's LCP and applicable to development within the City's coastal zone. There are limited Areas of Change within the coastal zone. However, growth anticipated by the GPU could occur outside of the Areas of Change including along the coast. Future development would adhere to the LCP as discussed below (see Section 4.1.5.2.c). Through LCP implementation, future development under the GPU and SSCSP would be consistent with the California Coastal Act.

State Housing Element Law

Cities are required to update their Housing Elements every eight years (see Section 4.1.2.1.b). Cities are also required to demonstrate in their Housing Element that land is adequately zoned to accommodate that jurisdiction's share of the regional growth. The City has been allotted 5,443 housing units pursuant to the RHNA prepared by the California Department of Housing and Community. These units are distributed over income categories as shown in Table 4.1-3.

Table 4.1-3
City of Oceanside RHNA Housing Requirements (2021-2029)

Income Level	Housing Need	Percentage of Total
Very Low	1,268	23
Low	718	13
Moderate	883	16
Above Moderate	2,574	47
TOTAL	**5,443**	**100**
SOURCE: City of Oceanside 2022.		

Consistent with State Housing Law, the City prepared its 6th Cycle Housing Element, adopted by City Council on June 16, 2021 (revised February 2022), which covers the planning period from April 15, 2021 to April 15, 2029 (eight years). The City's Housing Element includes programs intended to assist in the implementation and achievement of its housing goals.

The GPU and SSCSP would expand its housing capacity through redesignation of residential land uses to allow increased density. The inclusion of many sites identified in the City's Housing Inventory are included within the GPU Areas of Change. Implementation of the GPU and SSCSP would increase housing opportunities throughout the City consistent with RHNA and California Housing Element law.

b. Regional Regulations and Plans

San Diego Forward: The 2021 Regional Plan

The 2021 Regional Plan includes three primary goals: the efficient movement of people and goods; access to affordable, reliable, and safe mobility options for everyone; and healthier air and reduced GHG emissions regionwide.

Efficient Movement

The GPU and SSCSP proposal to increase residential density, commercial and industrial intensity and increase jobs throughout the City would result in a greater need for the efficient movement of people and goods. Figure 3-2 shows the proposed Areas of Change where growth is likely to occur. As shown, the Areas of Change are located primarily within the SSCSP Planning Area, in proximity to existing and planned transit. Implementation of the SSCSP land uses would redesignate industrial sites in proximity to transit to allow for future mixed-use development. Additionally, the IM promotes the 2021 Regional Plan's goal of the efficient movement of people and good through the inclusion of strategies that create a comprehensive transportation system supporting complete corridors,

transit leap, and mobility hubs. For example, IM Policy 4-14 supports complete streets principles to make streets equally accessible and comfortable for users.

Mobility Options

The proposed increase in density and intensity of uses would result in a greater need for access to affordable, reliable, and safe mobility options. There are existing and planned SANDAG SGOA throughout the City. The SGOAs support transit hubs which would provide expanded mobility options. The Oceanside Transit Center is one of the most robust transit hubs in southern California, accommodating four rail services (Amtrak Surfliner, Metrolink Orange County Line, NCTD Coaster, and NCTD Sprinter) and NCTD Breeze bus service. Consistent with the 2021 Regional Plan goal for improved mobility options, the City seeks to expand the existing transit resources through smart growth and improved active transportation infrastructure in proximity to rail stations and bus routes (City of Oceanside 2024a). The IM would be supported by an Active Transportation Plan and a Trails Master Plan both of which will promote improvements that connect pedestrians and bicyclists to commercial districts and community facilities. Overall, implementation of the GPU and SSCSP promotes a citywide mobility network that effectively integrates all modes of travel, including driving, walking, biking, transit use, ride-hailing services, and powered micro-mobility options (City of Oceanside 2024b).

Reduced GHG Emissions

Increased density and intensity of uses could result in the need for strategies for healthier air and reduced GHG emissions regionwide. It is the intent of the GPU and SSCSP that reliance on automobiles as a primary mode of transportation would be reduced, especially within the SSCSP Planning Area. Both the GPU and SSCSP include goals and policies to encourage growth and development within proximity to transit and improve alternative modes of transportation including the planning of pedestrian and bicycle friendly corridors. Through these measures, and as required by the updated CAP, per capita GHG emissions would be reduced. Details relating to the City's updated CAP and the project's inclusion of GHG reduction measures is analyzed in Section 4.9 of this PEIR.

Consistency with 2021 Regional Plan

Overall, the 2021 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. The proposed GPU and SSCSP would be consistent with and support implementation of the plan's vision and primary goals. The ECLU and IM provide coordinated land use and transportation planning strategies and policies and would be consistent with the 2021 Regional Plan.

c. Local Regulations and Plans

Draft SAP

The City's draft SAP has not been formally approved. However, it is used as a guide for habitat preservation and restoration in conjunction with new private development and CIPs. Future development within the Areas of Change, especially within the SSCSP Planning Area, could result in

encroachment on sensitive plants and wildlife, impede wildlife corridors, and undermine habitat conservation. Section 4.5.2.3.b includes a summary of proposed GPU and SSCSP goals and policies framework intended to preserve and protect biological resources throughout the City. The City has incorporated the key principles and guidelines of the draft SAP into the VSR policy framework. Specifically, the City proposed to adopt the draft SAP Conservation Framework for future development by identifying existing and potential preserves and outlining strategies for avoiding, restoring, and reducing impacts to such areas as the Wildlife Corridor Planning Zone, agricultural exclusion zone, coastal zone, priority wildlife crossing areas, hardline preserve, and softline preserve (see Figure 4.5-6).

Overall, GPU and SSCSP policies are informed by the draft SAP providing opportunities to ensure land use consistency between development and preserved areas, to improve land use adjacency, and avoid indirect impacts. Therefore, the project would be consistent with the City's draft SAP.

Code of Ordinances and Zoning Ordinance

Updates to the Code of Ordinances and City's Zoning ordinances would be required to fully implement the policies contained within the GPU and SSCSP. Future discretionary actions in the form of rezones and new or revised ordinances are expected to occur as stand-alone actions, or in cooperation with future development projects. Overall, future projects would be required to conform to all relevant design and development regulations consistent with applicable ordinances and City zoning.

Local Coastal Plan

There are few Areas of Change located within the coastal zone. However, implementation of the GPU could result in increased growth within this part of this City. Future projects would be required to adhere to all LCP design and development standards. Prior to issuance of site-specific permits, development within the coastal zone would be required to show consistency with the City's LCP including maintenance of beach access, and protection of marine habitat and visual resources.

Coast Highway Vision and Strategic Plan

The CHVSP identifies five key efforts the City should take to lay the groundwork for future development and revitalization of the area. Relevant to the GPU is the policy initiative that states, "Enable synergistic and economically sustainable mixed uses by zoning changes" (City of Oceanside 2009). Key efforts associated with this policy includes the following: creating a diversity of uses near one another; transit-oriented mixed-use development; prioritize non-residential uses on the ground floors of buildings within the new mixed-use districts; and allow a flexible mix of uses from building to building. The GPU furthers the initiative to place higher density, mixed-use and transit-oriented uses. Future development of sites within the CHVSP, consistent with the GPU, would further the plan's initiatives for redevelopment and revitalization of the planning area.

Airport Land Use Consistency Plan

As stated in Section 4.1.2.3.e and shown in Figures 4.10-2a and 4.10-2b, portions of the City fall within the AIA for three airports: Oceanside Municipal Airport, MCAS Camp Pendleton, and McClellan-

Palomar Airport. Specifically, several parcels within designated Areas of Growth are located within each AIA as follows:

- Oceanside Municipal Airport: Airport Noise Contours, AIA Review Areas 1 and 2
- MCAS Camp Pendleton Airport: AIA Review Area 2
- McClellan-Palomar Airport: AIA Review Area 2

AIA Review Area 1 consists of locations where noise and safety concerns may necessitate limitations on the types of land use actions. Specifically, Review Area 1 encompasses locations exposed to aircraft noise levels of 60 A-weighted decibels community noise equivalent level or greater together with the safety zones depicted on ALUCP maps. AIA Review Area 2 consists of locations beyond AIA Review Area 1 but within the airspace protection and/or notification overflight areas depicted on ALUCP maps. Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within AIA Review Area 2. The recording of overflight notification documents is also required in locations within AIA Review Area 2.

As discussed in detail in Section 4.10.5, the GPU would allow Industrial/Research and Development and Neighborhood Commercial uses within the Oceanside Municipal Airport Review Area 1. These are allowed uses within this AIA, subject to Oceanside Municipal Airport Safety Compatibility Criteria (see Table 4.10-5). Future development within this area would be required to conform to City's airport zoning and the Safety Compatibility Criteria. Further, future development plans would be submitted to the ALUC for review. Future development proposed within Review Area 2 would not require ALUC review unless the project could: constitute a hazard or obstruction to air navigation: is within high terrain resulting heights greater than 35 feet: has the potential to create electrical or visual hazards to aircraft in flight: or has the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations (ALUC 2010). The City would be responsible for applying for a Consistency Determination to the ALUC prior to approval of future development. Additionally, future development within these areas would be required to adhere to SRE Policy 6-71 which ensures that land uses surrounding the Oceanside Municipal Airport are compatible with the operation of the airport and restrict development of potentially hazardous obstructions or other hazards to flight.

Therefore, while it is possible that future development could be within AIA Review Areas, they would be required to show consistency with GPU policies as well as complete the consultation process with the ALUC. Therefore, the GPU and SSCSP would be consistent with relevant ALUCPs.

Specific and Area Plans

Several Areas of Change are located within designated Specific and Area Planning Areas. Future development proposed within these sites would be required to show consistency with design guidelines and applicable regulations associated with the SAP.

4.1.5.3 Significance of Impacts

The GPU and SSCSP create a policy framework and associated land use designations to serve as the blueprint for future development throughout the City. Growth is anticipated within the Areas of Change, but could occur throughout the City. Through compliance with existing plans and adherence

to goals and policies of the proposed GPU and SSCSP, the project would not cause a significant environmental impact due to a conflict with any applicable plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

4.1.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.6 Cumulative Analysis

Development under the GPU and SSCSP would be reviewed for consistency with the proposed land use framework. Future projects would be subject to site-specific policy consistency analysis and compliance with applicable regulations such as the City's Code of Ordinances, LCP, and any Area or Specific Plans, as applicable to the proposed project site. Application of regulations for each individual site-specific project would ensure that cumulative impacts related to land use consistency would be avoided. Additionally, future projects would be required to incorporate GPU and SSCSP policies to guide development to ensure land use compatibility and to avoid physical division of community. Therefore, through regulatory and policy compliance, the buildout under the project would not contribute to a cumulative impact related to land use.

4.2 Aesthetics

This section addresses potential project impacts related to visual resources that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either, (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.2.1 Existing Conditions

The City is comprised of visually diverse natural resources that include views of the Pacific Ocean, inland waterways, natural open space, distinct landforms, and mountain ranges. The topography of the City contributes to the overall character and quality of the existing visual setting. In general, the City's visual setting can be characterized by three physiographic regions: the low-lying coastal area along the Pacific Ocean, the City's three principal watersheds (San Luis Rey River, Buena Vista Creek and Lagoon, and Loma Alta Creek), and the foothills located along the eastern boundary of the City (Figure 4.2-1). City elevations range from zero along the coast to 940 feet above sea level inland.

The built environment offers historic buildings, diverse architecture, landscaping, and public art dispersed throughout the City's diverse neighborhoods. The residential, commercial, and public and semi-public developments scattered throughout the City offer varying degrees of visual appeal based on architectural design and site location.

4.2.1.1 Visual Landscape

The western boundary of the City is the coastal area which includes extensive beaches, as well as the Oceanside Pier and Harbor. The coastal area provides for expansive views of scenic resources in all directions, including distant mountain ranges to the east. Most of the coastal area within the City is developed with urban land uses, such as residential and commercial development. To the east of Interstate 5 (I-5), the City exhibits a much more suburban character, featuring large single-family subdivisions, strip commercial development, and large industrial parks. The foothills located along the eastern boundary of the City are characterized by rolling to hilly uplands that have been primarily used for agricultural purposes.

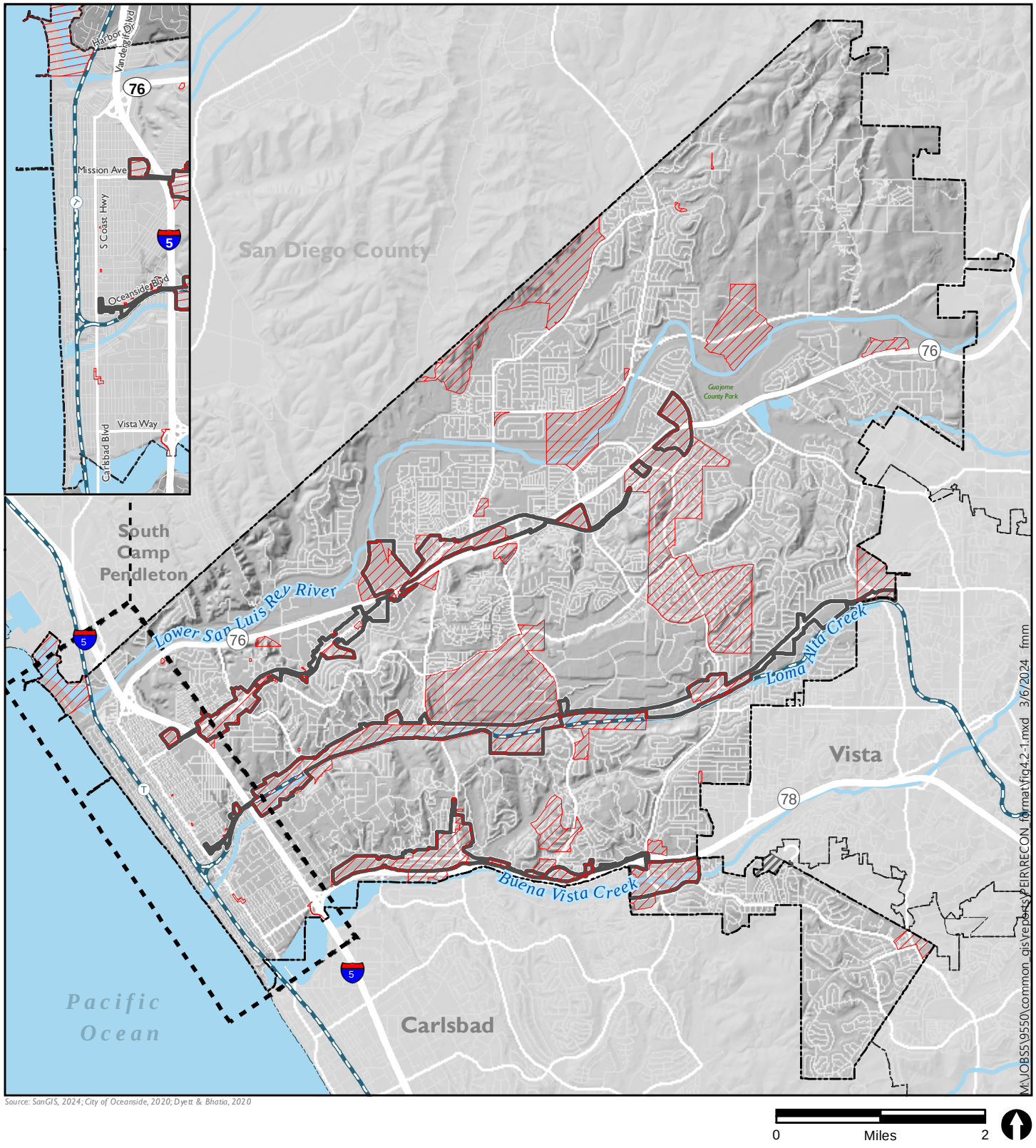


FIGURE 4.2-1
Citywide Topography

Approximately one-fifth of the City land uses (21 percent) accommodates recreational and natural open space (City of Oceanside 2021). Existing preserved areas located throughout the City are shown in Figure 4.2-2. These open space areas are located primarily adjacent to the City's northern border with Marine Corps Air Station (MCAS) Camp Pendleton and the County of San Diego, and along the interior waterways, including the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, as well as within Guajome County Park south of the South Morro Hills area. Additional smaller swaths of open space have been preserved to retain natural landforms and vegetation. As shown in Figure 4.2-2, several Areas of Change are located within or adjacent to designated preserves.

The remainder of the City is characterized by urban development; vacant parcels comprise less than 4 percent of the City. Interspersed within the City's built environment are public parks, as well as semi-public resources such as Mission San Luis Rey and the Rosicrucian Fellowship. With landscaping and historic building design, these facilities contribute to the City's visual quality (City of Oceanside 2021).

4.2.1.2 Views and Scenic Resources

Diverse views are supported throughout the City. Major scenic resources within the coastal areas include views of the Pacific Ocean, Oceanside Harbor and Pier, as well as Buena Vista Lagoon and the San Luis Rey River terminus. The City's Local Coastal Plan (LCP) protects visual resources by maintaining existing view corridors through public rights-of-way and states that the City's grid street system allows public views from several vantage points. Specifically, the east-west streets offer ocean views (City of Oceanside 1985).

Within the western foothills, the visual resources include views out to the Pacific Ocean, as well as the San Luis Rey River and the open space habitat within MCAS Camp Pendleton to the north. The foothills provide an elevated view to the west, providing for extensive viewsheds that contribute to the overall aesthetic quality of the City. Views from the agricultural area of South Morro Hills extend north towards the open space and mountainous areas of MCAS Camp Pendleton and west to the Pacific Ocean and extend south overlooking the San Luis Rey River as well as the existing developed areas within the City (City of Oceanside 2019).

The I-5 corridor is part of the California Scenic Highway System and is eligible for designation as an Official Scenic Highway (City of Oceanside 2021). As it passes though the City, I-5 provides visual access to the Pacific Ocean. While there is no citywide inventory of scenic views, the 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).

There are a number of known historic structures within the City that add scenic value to surrounding communities, such as structures with historic architectural elements (see Section 4.2.4.2, below).

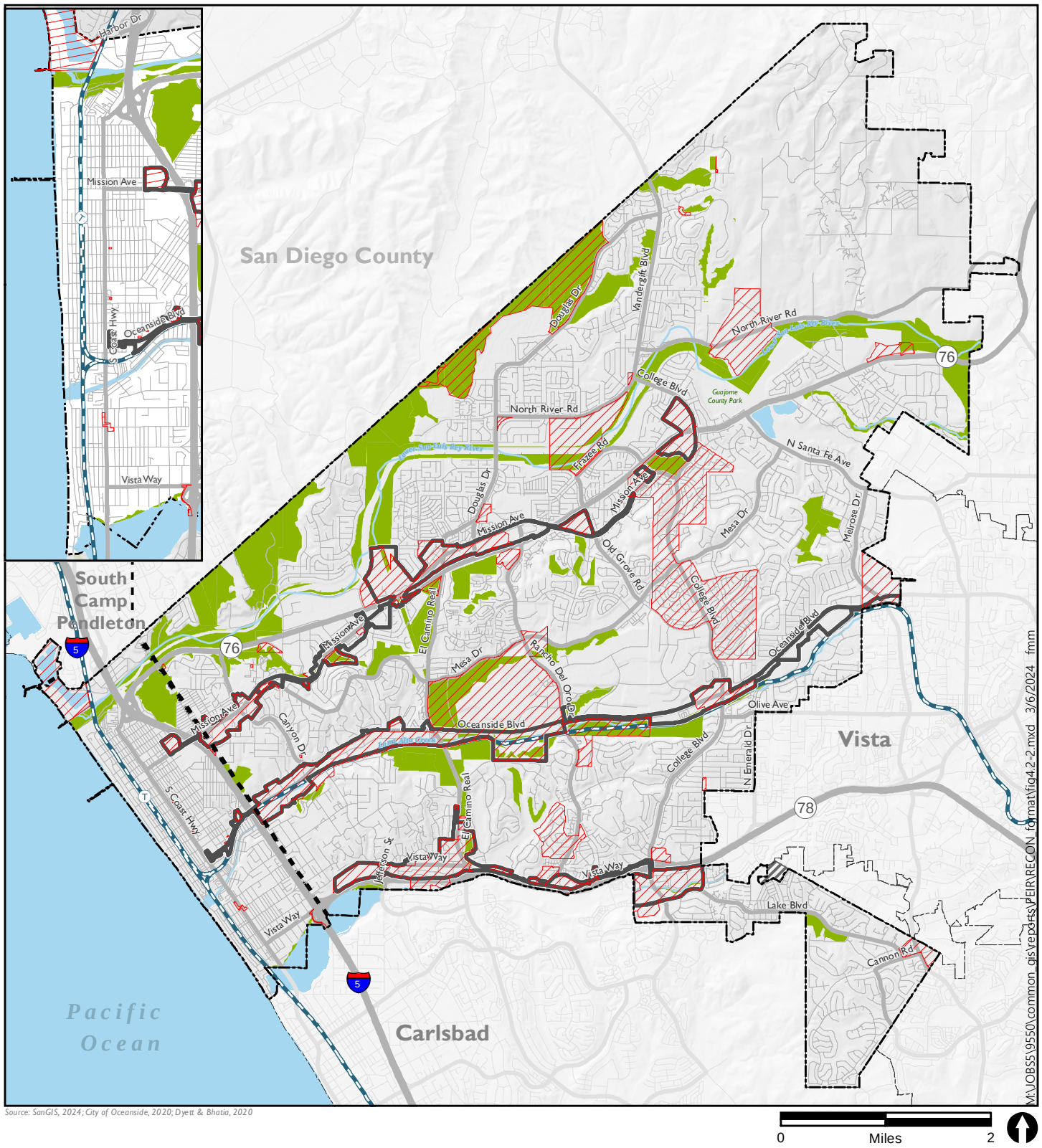


FIGURE 4.2-2
Citywide Preserved Areas

4.2.1.3 Urban Form

In addition to the natural features that define visual character, the City's visual character is also defined by urban and suburban development patterns, diverse architecture, and streetscaping.

The defining elements of a streetscape include roadway width, traffic control devices, paving, curb design, parking design, pedestrian and bicycle facilities, outdoor furnishings, landscaping, outdoor lighting, public art, signage, and building design and orientation. Streetscape design can contribute to a sense of place that invites outdoor activity, social gathering, and commerce. There is variation in streetscapes throughout the City; in some areas, streetscapes feature abundant landscaping, while in other areas streetscapes exhibit little to no landscaping (City of Oceanside 2021).

There is no consistent, character-defining architectural theme in the City. To some degree, both residential and non-residential architecture is a product of its time, with older development generally reflecting more traditional styles and more recent development exhibiting a more contemporary aesthetic (City of Oceanside 2021).

4.2.1.4 Urban Forestry

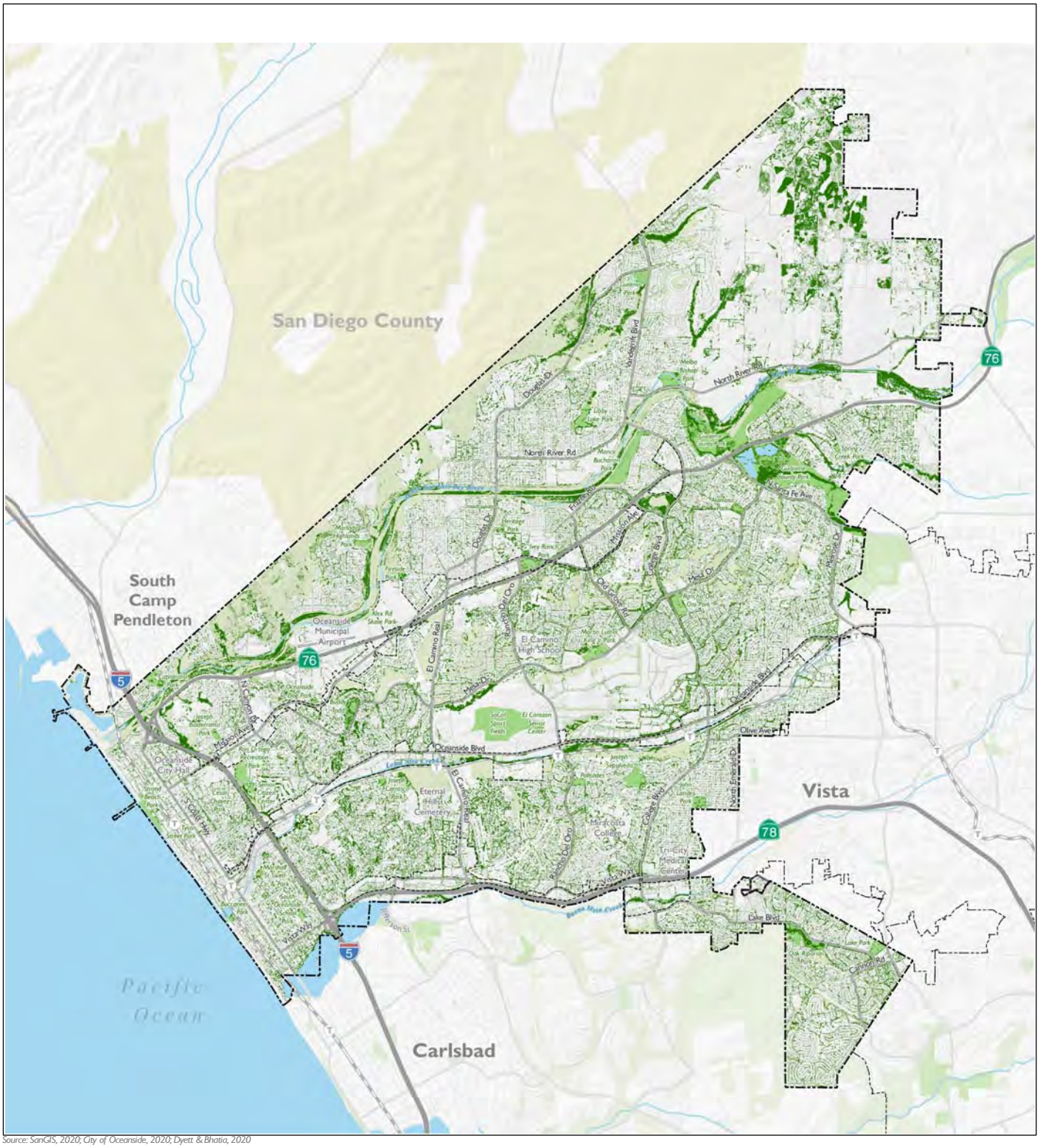
Urban forestry is defined as the planting, maintenance, care, and protection of tree populations in urban settings. The role of trees is an essential function of City planning and urban infrastructure. As shown in Figure 4.2-3, tree canopy varies greatly across the City. Overall, the City has an average tree canopy coverage of 15 percent. Specifically, within the SSCSP Planning Area, Vista Way has the most canopy coverage at 12 percent, while Mission Avenue has 11 percent coverage and Oceanside Boulevard has 8 percent coverage.

4.2.1.5 Visual Character

The visual character of the City cannot be singularly defined; different areas are defined by their land uses, urban design, and architectural elements. Residential neighborhoods and commercial districts reflect the eras in which they were developed. While some of the City is suburban and lower density, characterized by single-family neighborhoods and commercial strip centers, the City also includes pockets of higher-density attached housing, several industrial areas, a Downtown District with a major regional transit, farmland, and extensive open space. Additionally, the City's coastal area is characterized by beach and coastal living.

a. Neighborhood Planning Areas

The City is comprised of 17 Neighborhood Planning Areas (NPA), many of which are defined by specific community design factors and defining features. A number of NPAs are regulated by Specific Plans and/or Area Plans that provide supplemental development regulations and neighborhood focused policies (see Figure 4.1-5 and discussion in Section 4.1.2.4). Figure 4.2-4 shows the boundaries of the NPAs.


San Diego County
South Camp Pendleton
Vista
Carlsbad
Pacific Ocean
Oceanside Municipal Airport
Oceanside City Hall
Eternal Hills Memorial Park
Mira Costa College
Tri-City Medical Center
El Camino High School
North River Rd
Oceanside Blvd
Olive Ave
Mission Ave
El Camino Real
Melba Dr
Douglas Dr
Windrush Blvd
Foussat Rd
Rancho Del Oro
Old Grove Rd
Calle Del Oro
Heal Dr
Rancho Del Oro
Santa Fe Ave
Monte Vista Dr
Vale Terrace Dr
Calle Montecito
Vista Way
Lake Blvd
Cathedral Rd
Lake Park Rd
Joe Rindone Park
Melba Bishop Park
Linda Lake Park
Manuel Buchanan Park
Heritage Park
Terry Ranch Park
Alex Rd Skate Park
Mission Ave Park
Joseph Sepulveda Park
Pala Mesa Park
Rancho Del Oro Park
Lake Park
Civic Center Park
Pier View Park
Oceanside Park
Buccaneer Park
Mission Ave Park
Pacific Park
Wisteria Park
Brooks Park
Civic Center Park
Oceanside Pier

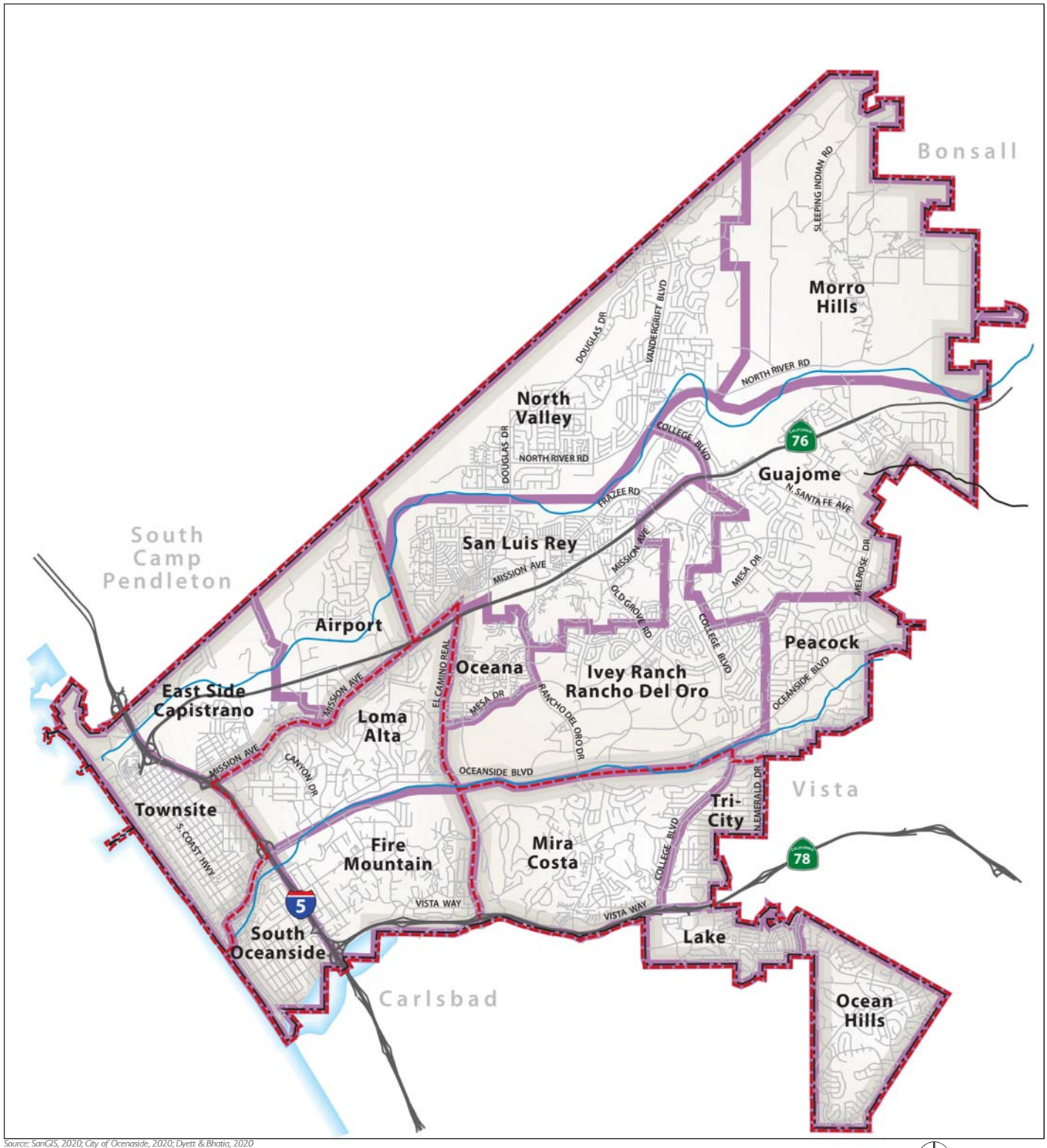


Figure 4.2-4
Neighborhood Planning Areas

b. South Morro Hills

South Morro Hills sits in the City's northeast corner containing most of the City's agricultural land, which comprises approximately 11 percent of the City's total land use. South Morro Hills features distinctive landforms, including the Sleeping Indian rock formation, which can be seen from vantage points throughout the San Luis Rey Valley. The hillsides and glens of South Morro Hills support a wide variety of crops. Land holdings range from as much as 300 acres to 2.5-acre home sites with rural residential development largely concentrated along Sleeping Indian Road (City of Oceanside 2021). South Morro Hills is the only non-urbanized portion of the City. Except for one location flanking North River Road, there are no Areas of Change within South Morro Hills. Nonetheless, as shown in Table 3-8, buildout under the GPU would not change the existing development potential of an increase of 900 residential units throughout the area.

South Morro Hills features rolling topography and panoramic views of the San Luis Rey Valley extending to the ocean.

4.2.1.6 City's Commercial Corridors

The City's major east-west commercial corridors include Mission Avenue, Oceanside Boulevard, and Vista Way. Each of these corridors maintain a distinct character marked not only by surrounding geography, but also existing land uses and land use patterns.

a. Mission Avenue

Mission Avenue is a heavily travelled commuter roadway marked by commercial uses, primarily individual shopping centers, with architectural variation throughout. The corridor's existing commercial centers are auto oriented with large parking lots and set back from the road with limited curb appeal. Some recent improvements have created outdoor dining and a more vibrant street scene. However, overall, Mission Avenue supports diffuse land patterns and limited cohesiveness in character. There are also smaller percentages of industrial, residential, and institutional land uses. Mission Avenue also supports Mission San Luis Rey de Francia, the largest of the California missions and a National Historic Landmark. There is parkland surrounding the Mission, but otherwise, park and open space areas along Mission Avenue are scarce.

At Mesa Drive and Mission Avenue, where the character in the corridor changes to low intensity single-family homes and undeveloped parcels and the topography begins to transition to steeper slopes and hillsides, there are expansive views to the Cuyamaca and Laguna mountain ranges. Sidewalks do not extend through this portion of the corridor and the streetscape changes from ornamental planting to more naturalized planting throughout this stretch. Further east, the corridor is characterized by a more rustic and rural landscape.

The San Luis Rey River extends through this corridor, providing contiguous open space and natural habitat.

b. Oceanside Boulevard

Oceanside Boulevard includes a mix of land uses, including commercial, industrial, office, residential, and recreational facilities. The City's largest employment hub, a collection of business and technology parks, extends along the northern side of this corridor. The roadway parallels Loma Alta Creek, which has limited aesthetic value along the corridor.

North County Transit District's Sprinter rail line extends through this corridor with much designated as Smart Growth Opportunity Areas on the San Diego Association of Governments (SANDAG) Smart Growth Concept Map. There are park and recreation areas along Oceanside Boulevard including Goat Hill Park, SoCal Sports Complex, and other smaller park areas.

Adjacent to the Sprinter station on the south side of the corridor there are views of the riparian corridor along Loma Alta Creek along with distant views of the mountains to the east. As Oceanside Boulevard crosses El Camino Real, the corridor is surrounded by open space including the El Corazon site which includes a series of undeveloped and developed open spaces included the SoCal Sports Complex. Along the Loma Alta Creek riparian corridor, rolling hillsides are visible on the south side of the corridor. The corridor moves through the valley with steep slopes on both sides and distant views of the mountains.

c. Vista Way

There are a mixture of land uses along Vista Way, including retail, office, multi-family residential, and recreational facilities. The Vista Way corridor includes one of the City's recent mixed-use development projects, Piazza D'Oro. Commercial uses occupy more than half of the corridor's land area, including the El Camino County Club golf course, large shopping malls, and the Tri-City Hospital. There is limited parkland and open space. However, Buena Vista Creek flows through this corridor, opening into an expansive lagoon at its western boundary.

4.2.1.7 Historic Resources

The City is rich in historic resources, which can contribute to the visual character of certain areas. The City's Comprehensive Zoning Ordinance (CZO) includes the deterrence and allowance of specific activities, and enforces development regulations to preserve the visual relationship between an historic resource and surrounding land uses (see Sections 4.2.2.2.a and 4.2.2.2.b, below).

a. Historic Overlay District

The Historic Overlay District (H) designation is applied to the 55 acres surrounding Mission San Luis Rey, as shown in Figure 4.2-5.

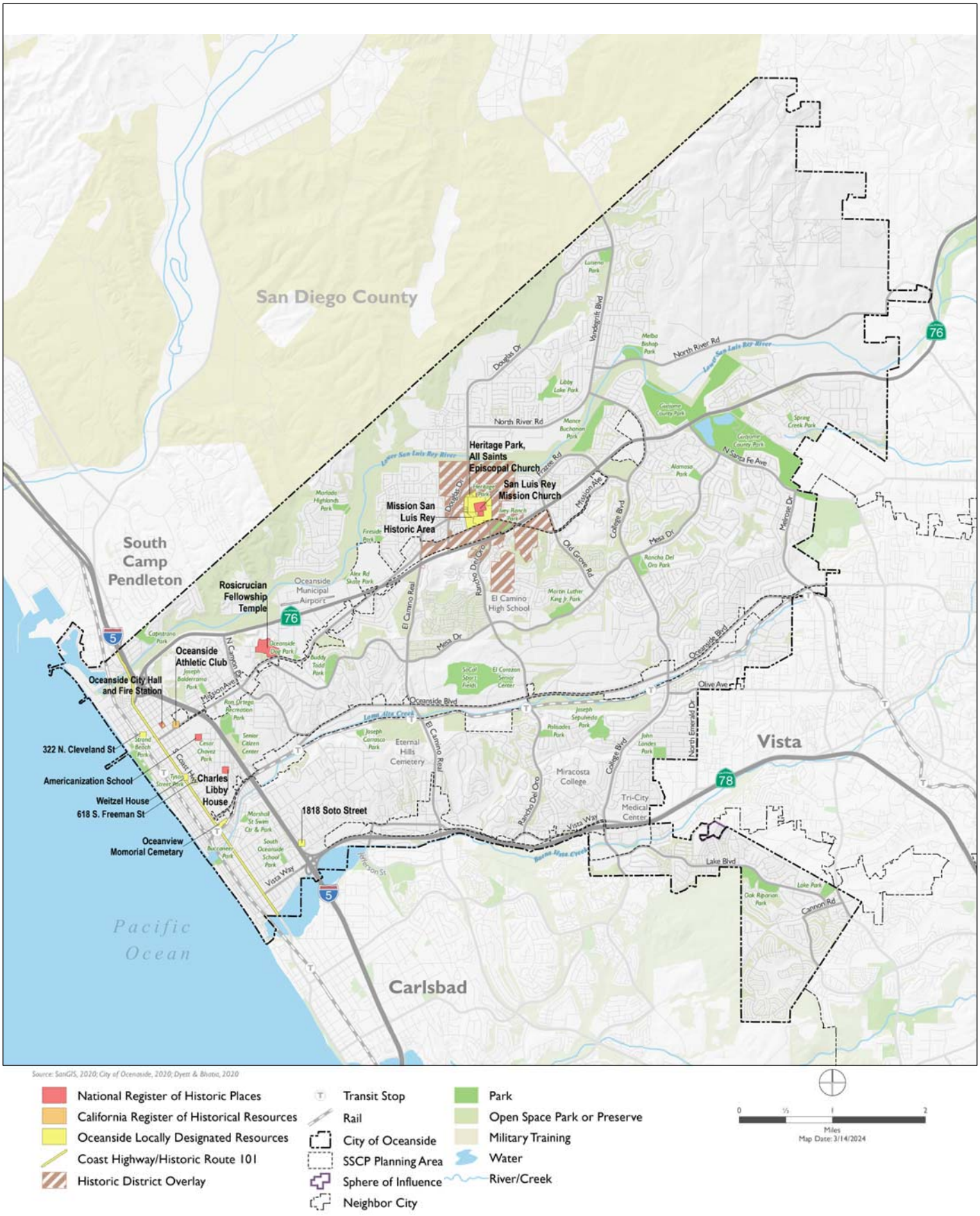


FIGURE 4.2-5
Historic Overlay District/Designated Historic Resources

b. Historic Resources

A discussion of the criteria used by national and local preservation programs to designate historical resources is detailed in Section 4.6 of this PEIR. For the purposes of identifying historical resources in relationship to neighborhood and visual character, Figure 4.2-5 depicts those historic resources located throughout the City listed on the National Register of Historic Places, California Register of Historic Places, and the City's locally designated resources.

As shown in Figure 4.2-5, the Historical Overlay Zone lies within and adjacent to the Mission Avenue corridor within the SSCSP Planning Area and could be affected by development within Areas of Change.

c. Coast Highway

The Coast Highway Vision and Strategic Plan encompasses approximately three miles from Harbor Drive in the north to Buena Vista Lagoon in the south. The plan serves as a blueprint for the revitalization and enhancement of the Coast Highway corridor. It includes a series of implementation strategies and a set of design guidelines envisioning the maintenance of the historic value of the highway and its surroundings while also promoting the following: environmentally and economically sustainable smart growth - transit, pedestrian, bicycle, multigenerational-friendly infill development; urban connectivity; and high quality urban and architectural design.

4.2.1.8 Parks and Open Space

Existing citywide open space areas include recreational areas, playgrounds and school yards, and passive habitat preserve areas.

a. Scenic Park Overlay District

Areas with the "SP" designation are shown in Figure 4.2-6. As shown in Figure 4.2-6, the Scenic Park Overlay District lies within the northeast portion of the City, just south of South Morro Hills. At the center of the District is Guajome County Park, which supports 4.5 miles of multi-use, non-motorized trails through diverse biological habitats (County of San Diego Parks and Recreation 2014). The Scenic Park Scenic Overlay District seeks to ensure that land use and development in the vicinity of Guajome Regional Park complements and preserves the integrity of this important ecological, recreational, and scenic resource. Areas of Change are located adjacent to or within the Scenic Park Overlay District.

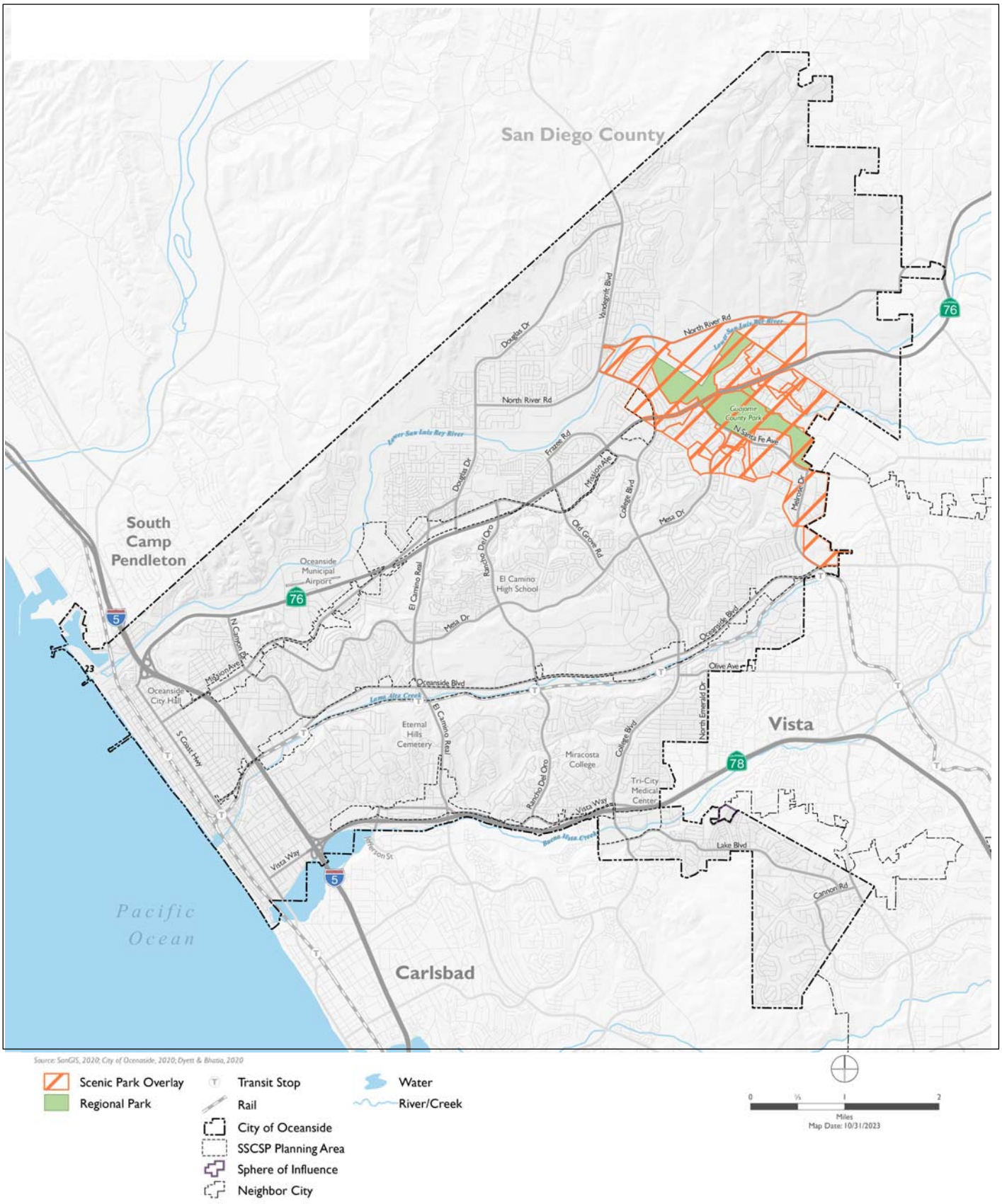


FIGURE 4.2-6
Scenic Park Overlay

4.2.2 Regulatory Setting

4.2.2.1 State

a. California Coastal Act

The California Coastal Act (Public Resources Code Section 30000 et seq.) authorizes the state of California to regulate development within the state Coastal Zone, defined as the area between the seaward limits of the state's jurisdiction and 1,000 yards landward from the mean high tide line. In Oceanside, the coastal zone boundary generally encompasses the area east of the Pacific Ocean to the Coast Highway. While scenic resources are not specifically mentioned, Public Resources Code Section 30001.5 calls to "protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources."

b. California Building Standards Code

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable backlight, up light, and glare (BUG) ratings.

4.2.2.2 Local

a. Comprehensive Zoning Ordinance (October 11, 2021)

The City has utilized multiple zoning ordinances to regulate land use within its boundaries; these being the 1986 Zoning Ordinance for coastal areas, the 1992 Zoning Ordinance for Inland areas, and the Redevelopment Zoning Ordinance for the downtown area. City staff updated and consolidated the City's zoning ordinances into the CZO. The 1986 Coastal Zoning Ordinance remains to provide specific regulatory standards and for development within the City's Coastal Zone.

Among the broad purposes of the CZO, it is intended to preserve the character and quality of residential neighborhoods, conserve and enhance the City's architectural and cultural resources, preserve the natural beauty of the topography of the City and ensure appropriate development with regard to these natural features and promote the maximum aesthetic values for all land, land uses, buildings and structures, and conserve and enhance key visual features (CZO Section 130). The CZO identifies Overlay Zoning Districts, which contain specific regulatory controls to preserve the nature of those districts. The Historic and Scenic Park Overlay Districts includes regulations aimed at the protection of visual resources.

Article 21, Historic Overlay District ("H")

The specific purposes of the "H" District, as it relates to visual resources and neighborhood character, includes the following:

- Implement the City's General Plan and Chapter 14-A of the Oceanside City Code (see Sections 4.2.2.2(b).
- Deter demolition, destruction, alteration, misuse, or neglect of historic or architecturally significant buildings that form an important link to Oceanside's past.
- Encourage development tailored to the character and significance of each historic district through a Conservation Plan that includes goals, objectives, and design guidelines and development criteria.

Applications for demolition, new construction or alteration of property within the "H" District is subject to review by the City's Historic Preservation Advisory Commission. Applications are reviewed in consideration of the visual relationship of proposed architectural design elements to the surrounding area, including scale, height, rhythm of spacing, pattern of windows and doorways, building siting and relationship to landscaping, roof pitch, architectural style, and structural details, materials, colors, and textures.

Article 22, Scenic Park District ("SP")

The specific purposes of the "SP" District include the following:

- Conserve and protect valuable natural resources of recreational and scenic areas in and adjacent to the Guajome Regional Park and other public parks.
- Encourage the retention of natural slopes and waterways and minimize grading and alteration of drainage patterns.
- Achieve a visually pleasing and compatible relationship between buildings and structures, parking areas, walkways and planting areas, and the natural environment.
- Provide appropriate standards and criteria for reviewing proposals for new construction, exterior additions and alterations, relocation of buildings, and other development subject to the provisions of this Article.

Land within the SP district is subject to development regulations to ensure grading does not degrade visual resources and views of the park are preserved. Regulations governing building height and building materials and finishes are also applied within this overlay to ensure structures are in reasonable architectural harmony with the character of the area.

Section 3019 Landscaping, Irrigation and Hydroseeding

The City requires minimum site landscaping to be applied to all projects, except single-family development consistent with the City of Oceanside Specifications and Guidelines for Landscape Development. Specifically, applications for development plan approval for projects subject to this section are required to include plans and written material showing how any applicable site

landscaping or planting area requirements are to be met. Additionally, requirements for projects within the Coastal Zone include both the necessity to screen undesirable views and not obstruct existing views.

Section 3021 Screening of Mechanical Equipment

The City requires all exterior mechanical equipment, with some exceptions within some zones, to screen heating, ventilation, and air conditioning (HVAC) and other equipment to protect views, especially within residential districts.

Section 3039 Hillside Development Provisions

The CZO contains development provisions to preserve and/or enhance the aesthetic qualities of natural hillsides and manufactured slopes. The specific purposes of the Hillside Development Provisions, as they relate to visual quality, include the following:

- Maintain an environmental equilibrium consistent with existing vegetation, soils, geology, slopes, and drainage patterns, and to preserve the natural topography, including swales, canyons, knolls, ridgelines, and rock outcrops, wherever feasible.
- Provide a mechanism for flexible design of residential development projects in hillside areas so that development may be concentrated in those areas with the greatest environmental carrying capacity and areas with low environmental carrying capacity developed at very low density or reserved as permanent open space.
- Preserve the natural appearance of hillsides by assuring that development density and intensity relates to the slope of the land, and is compatible with hillside preservation.
- Assure proper design is utilized in grading, landscaping, and in the development of structures and roadways to preserve the natural appearance of hillsides.
- Encourage creatively designed hillside development requiring a minimal amount of grading.

These regulations are applicable only to all residential development proposals on property, portions of which have a natural gradient in excess of 20 percent (20 feet of vertical distance for each 100 feet of horizontal distance) with a minimum elevation differential of 25 feet.

b. City of Oceanside Code of Ordinances

Chapter 14-A Historical Preservation

This chapter of the Code of Ordinances is known as the Historical Preservation Ordinance (HPO). The HPO serves to safeguard the heritage of the City by providing for the protection of historical sites and areas representing significant elements of its history. The HPO regulations include enhancing the visual character of the City by encouraging and regulating the compatibility of architectural styles within historical areas reflecting significant architectural traditions (Code of Ordinances Section 14A.2(b)). The HPO establishes the Historical Preservation and Advisory Commission; historical area and site designation criteria; historical area of site designation

procedures; permits required to alter or demolish historic structures; permit procedures; duty to keep in good repair; and penalties for non-enforcement.

The Historic Preservation Advisory Commission adopts standards to be used by the commission in reviewing applications for permits to construct, change, alter, modify, remodel, remove, or significantly affect any historical area or site (Code of Ordinances Section 14A.5(k)) and is responsible for approval or disapproval of permits within the Historic Overlay District.

Code of Ordinances Section 14A.6.2 contains the City's Mills Act Program which allows the City to enter into voluntary agreements with owners of historic structures to incentivize the preservation of such structures.

Chapter 39 Light Pollution Regulations

Chapter 39 of the Code of Ordinances contains the City's light pollution and light installation regulations, restricting the use of certain light fixtures emitting into the night sky that have detrimental effects on astronomical observation and research. This chapter details lighting standards, such as lamp types allowed, shielding requirements, and hours of operation for certain lighting types.

c. Local Coastal Program

The City's LCP consists of a land use plan document (separate from the General Plan) containing land use policies and denotes some of the significant visual and aesthetically important areas, including the Pacific Ocean, Oceanside Harbor, the San Luis Rey River, the Buena Vista Lagoon, as well as the Oceanside Pier.

The LCP addresses the San Luis Rey Specific Plan coastal objectives and policies. This includes the objective to ensure "new development is sited and planned in a manner which utilizes the San Luis Rey River environs to the fullest but retains the aesthetic and resource values present" (City of Oceanside 1985). The LCP seeks to enhance visual access to the river and regulate on-site signs that would detract from the visual quality of the area and cause excessive glare or annoyance to surrounding properties (City of Oceanside 2021).

The LCP provides policy direction for the protection of visual resources, consistent with the California Coastal Act policy requiring that the visual qualities of the Coastal Zone be protected, and that new development be sited and designed to be visually compatible with the character of surrounding areas. The following objectives and most relevant policies that would apply to future coastal zone development, consistent with the project are as follows:

Objectives:

- 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.

Policies:

- Policy 1: In areas of significant natural aesthetic value, new developments shall be subordinate to the natural environment.
- Policy 2: The City shall encourage the preservation and/or rehabilitation of buildings of historical or architectural significance.
- Policy 3: All new development shall be designed in a manner which minimizes disruption of natural landforms 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 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.
- Policy 12: The City shall support enhancement of the streetscape of the major tourist corridors through Oceanside.
- Policy 14: In areas where significant "theme" architecture has been established, the City shall encourage continuation of this theme

The LCP is in the process of being updated. However, until that time, the existing LCP policies are the existing development standards to improve the attractiveness of the Coastal Zone for tourists and residents, while preserving and creating views of the Pacific Ocean and other important visual areas identified above.

d. Specific and Area Plans

In addition to the City's CZO, development within identified Specific Plans and Area Plans would be guided by the neighborhood characteristics, and/or specific supplemental development and design regulations related to visual standards.

4.2.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.2.3.1 Policy Framework

The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Remarkable Communities Element (RC)

The RC proposes specific visual-related goals and policies focused on building design for all (all types of buildings), mixed-use, retail, commercial, and industrial buildings. Policies also provide design guidance related to architecture, streetscape, and neighborhood planning strategies that are specific to project level design.

- Goal 2-D: The City's natural environment and urban tree canopy will equitably enhance the city's visual quality, mitigate the urban heat island effect, and improve the experience of the public realm.
- Goal 2-F: New development will contribute to the functionality, coherence, accessibility, visual quality, and unique character of the City's built environment.
- Goal 2-O: The City will acknowledge and emphasize the unique identity of each of its 17 Neighborhood Planning Areas (NPAs) and promote the preservation and enhancement of characteristics that make each NPA livable, resilient, and distinct.
- Goal 2-Q: In the development review process, the City will consider how proposed projects impact the character and function of the surrounding NPA.
- Policy 2-38: Enhance the appearance of alleys through landscaping, decorative lighting, open and/or low-profile fencing, and screening of waste receptacles, utilities, and other elements that detract from visual quality.
- Policy 2-49: In partnership with adjacent property owners, improve the visual quality of alleys through enhanced paving, fencing, lighting, and landscape.
- Policy 2-52: Design the public realm within urban corridors and Pedestrian Priority Zones to contribute to the vitality and visual quality of these areas in the following ways:
  - Accommodate all modes of transportation;
  - Provide ample landscaping and outdoor furnishings;
  - Provide wayfinding features that highlight transit options; and
  - Provide interactive and aesthetic elements (e.g., public art).
- Policy 2-58: Identify opportunities to visually distinguish neighborhood planning areas from one another through enhanced edge conditions, signage, etc.
- Policy 2-66: Invite nature into the built environment through the expansion of plantable surface area, tree canopy, and green infrastructure.
- Policy 2-78: Preserve scenic resources, including public views of the Pacific Ocean, habitat areas, and nearby mountain ranges.
- Policy 2-74: Ensure equitable expansion of tree canopy across the City by prioritizing tree planting in areas of the city that are lacking coverage.

- Policy 2-80: Identify and protect key views of open space, and work to create and enhance public spaces at key viewpoints, such as along the waterfront, within South Morro Hills, El Corazon, and through privately owned public spaces in new developments.
- Policy 2-81: As part of the South Morro Hills Community Plan, identify key visually prominent ridgelines and hillsides where development should be prohibited or limited.
- Policy 2-82: Design development to complement and frame unique landforms. Invest in the City's waterways and riparian areas to enhance views and improve visual quality of waterways.
- Policy 2-137: Design public spaces to accord with and accentuate the character, culture, and history of the surrounding neighborhood.
- Policy 2-84: Utilize dark-sky compliant outdoor light fixtures to both minimize light pollution in the public realm and ensure adequate illumination for pedestrians. Address appropriate lighting standards in the City's Municipal Code for streetlights and all residential and commercial artificial outdoor lighting, using the Illuminating Engineering Society's design guidelines, and in compliance with International Dark-Sky Association-approved fixtures. Standards may include requiring that all outdoor lights have a color temperature of no more than 3,000 Kelvins, and that lighting for outdoor recreational facilities be prohibited after 11:00 p.m.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU purports to balance new development with protection and enhancement of environmental resources, including visual quality. Similar to the RC, this element proposes specific visual-related policies focused on contributing to visually appealing transition between land uses. The following policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

- Policy 3-31: As part of the Zoning Ordinance update, carefully consider development and design standards for transitional areas between higher and lower intensity uses, particularly where residential and non-residential uses abut.
- Policy 3-32 Mitigate potential massing and shadowing impacts of higher-intensity and taller development through:
  - High-quality, authentic architecture - i.e., composed of visually compatible elements that combine to form a unified and coherent design;
  - Lateral and vertical articulation; attractive and resilient finish materials;
  - Pedestrian-oriented elements at the ground level, including extensive glazing, shade structures, and conspicuous points of entry;
  - Abundant landscaping; and
  - Right-of-way improvements that enhance the visual quality of the public realm and create an "outdoor room" ambience.
- Policy 3-33: Develop and implement design standards/guidelines for new development in proximity to historic structures to ensure visual compatibility.

- Policy 3-46: Preserve the character of existing residential neighborhoods while promoting "complete neighborhoods" with safe and convenient access to the goods and services needed for daily life.
- Policy 3-53: Require visual screening of parking areas and encourage alternatives to surface parking lots including structured or subterranean parking and shared parking.
- Policy 3-57: Ensure adequate street lighting while minimizing light pollution by utilizing dark sky compliant street lighting fixtures.
- Policy 3-59: Allow for fencing that contributes to both privacy and the visual quality of the surrounding area. Promote decorative fencing that is architecturally compatible with primary structures, composed of high-quality, resilient materials, Fencing should not create significant massing or shadowing impacts on adjacent properties or the public right-of-way.
- Policy 3-64: Encourage new residential development to approach maximum allowable densities, while minimizing potential impacts associated with building form and scale, parking demand, and on-site activities.
- Policy 3-71: Design and operate commercial uses to complement and not conflict with adjoining residential areas. This shall be accomplished by:
  - Ensuring compliance with lighting and signage standards;
  - Requiring adequate landscaped buffers between commercial and residential uses;
  - Providing bicycle and pedestrian links between commercial centers and surrounding residential uses, and providing bicycle-parking racks;
  - Requiring articulated building façades and architectural details on elevations facing residential areas;
  - Ensuring that waste receptacles are enclosed and that adequate waste hauling is provided;
  - Requiring that truck bays be screened from view from residential areas; and
  - Prohibiting delivery and loading activities to between 10:00 p.m. and 7:00 a.m.
- Policy 3-97: Each industrial use shall provide adequate setbacks, attenuating structures, devices, and procedures to ensure that noise, vibration, odors, glare, heat, and other emissions do not interfere with neighboring industrial activities nor endanger the health, safety, peace, or general welfare of persons residing or working in the surrounding area.
- Policy 3-106: Prepare development and design standards to require that industrial districts be developed with attractive architecture, decorative exterior lighting, enhanced paving, and ample, well-maintained tree canopy and landscaping, and adequate buffers from adjacent residential areas.

c. SSCSP Land Use

The Land Use chapter of the SSCSP provides policy direction to ensure compatible and cohesive land uses throughout the SSCSP Planning Areas, providing a framework for visually appealing development specific to each corridor. The following goals and policies represent examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that

may apply to future development. The goals and policies also represent the City's vision to improve visual quality and visual access to the City's waterways.

- Policy LU-25: Compatibility with Nearby Uses. Ensure that industrial development is designed and operated to minimize noise, heat, glare, dust, unscreened storage yards, air emissions, hazardous materials generation, and other negative effects, including by requiring screening, buffers, and landscaping, as necessary.
- Policy LU-34: Compatibility with Adjacent Single-Family Neighborhoods. Promote site design and architecture that is sensitive to adjacent single-family neighborhoods – e.g., setbacks, screening and softening landscape, horizontal and vertical articulation, enclosed parking facilities, light pollution control, improvements to shared public space.

Mission Avenue Corridor

- Goal 9: Additional linkages between the corridor and the San Luis Rey River will be established, and the river will be a key ecological, recreational, and visual resource that contributes to the function and character of the corridor.
- Policy LU-41: Linkages to the San Luis Rey River. Embrace the San Luis Rey River as a character-defining feature of the corridor and facilitate improved visual access and expanded pedestrian and bicycle connections to the river.
- Policy LU-42: Scenic Views. Highlight and frame views of nearby mountain ranges and consider ways to incorporate these views into the branding of the corridor.

Oceanside Boulevard Corridor

- Goal 10: Many of the industrial properties in the corridor will be redeveloped with higher and better uses that provide more employment while minimizing potential adverse impacts and enhancing the visual quality of industrial areas.
- Goal 14: New land use and development will embrace Loma Alta Creek as a character-defining open space amenity while facilitating habitat restoration, recreational access, and enhanced visual quality.

Vista Way Corridor

- Goal 18: Development adjacent to Buena Vista Creek and Lagoon will preserve and enhance the ecological, recreational, and aesthetic value of these natural resources.

d. SSCSP Urban Design

The Urban Design chapter of the SSCSP focuses on overall design of each of the three corridors and lays out policies for the entire Planning Area that guide both private development and capital improvements. The following goals and policies represent examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development. The following policies are a sample of City guidance to promote visual appeal and

develop a unique character for each of the corridors. Specific policies focus on the City's vision to increase tree canopy and improve the visual appeal of the City's waterway that traverse the corridors.

- Goal 1: Attractive and visually-unified streetscapes within the corridors will encourage pedestrian activity, create a strong sense of place, and contribute to the City's visual quality.
- Goal 4: Each corridor will exhibit distinct visual themes that foster a unique identity and inspire a sense of ownership among residents and business owners.
- Goal 9: Site design and architecture will complement visual themes meant to distinguish and organize each of the corridors.
- Policy UD-1: Pedestrian-Oriented Streetscapes. Prioritize pedestrian-oriented streetscape improvements within pedestrian priority areas, as identified in Figure 4-1. Improvements should include the following:
  - Wider sidewalks (where feasible);
  - Distinctive and highly visible paving at crosswalks;
  - ADA compliant curb cuts and sidewalk conditions;
  - Outdoor dining areas;
  - Benches and other street furnishings;
  - Landscaped buffers between roadways and sidewalks, planted with trees and drought-tolerant native or naturalized shrubs and groundcover.
- Policy UD-5: Increase Tree Canopy. Plant shade street trees at intervals of a minimum of 30 feet within Pedestrian Priority Zones and a maximum of 100 feet throughout the Planning Area. Seek opportunities to expand the street tree canopy further, including by planting a double row of trees around transit stations, planting large trees in existing and new median planters, and by maximizing tree planting in conjunction with new development and adaptative reuse of existing buildings.
- Policy UD-10: Surface Parking. Surface parking is not permitted between the sidewalk and building façade within Pedestrian Priority Zones.
- Policy UD-13: Establish Visually Unified Streetscapes. Establish a unified streetscape theme within each corridor by using consistent and distinct planting, lighting, street furniture, and signage along each corridor:
  - Mission Avenue: Outside of the San Luis Rey Mission Historic District, the streetscape should feature visually contemporary streetscape elements to contrast with the character of the Historic District.
  - Oceanside Boulevard: Highlight the proximity to transit and industrial uses with visually modern or industrial streetscape elements.
  - Vista Way: Highlight the proximity to Buena Vista Creek and the State Route 78 with visually classic or traditional streetscape elements.
- Policy UD-24: Public Open Spaces as Focal Points. Public open spaces within the corridors should be integrated into new development and capital improvement projects as pedestrian-oriented focal points that provide respite and visual relief while contributing to the spatial organization and legibility of the built environment.

- Policy UD-25: Waterways and Riparian Habitats. The City shall facilitate visual access to waterways and riparian habitats within the corridors while promoting enhancement of the ecological health and visual quality of these areas. Where appropriate, the City shall provide for passive recreational activities in proximity to waterways and riparian habitats through trails, viewing areas, and unprogrammed open space.
- Policy UD-26: Compatibility with Adjacent Land Uses. Public open space design and programming should support and complement adjacent land uses by contributing to a safe and secure environment, avoiding excessive noise and glare, and maintaining visual quality. In some instances, buffers between open spaces and development may be necessary. Landscape buffers shall be prioritized.
- Policy UD-59 Lighting Design. Building lighting fixtures shall be light pollution-reducing "dark sky compliant" fixtures that direct light downwards and should be selected to maximize energy efficiency.
- Policy UD-60: Bulk and Massing. Require new development along the corridors to include architectural design features that create visual interest.

Mission Avenue Corridor

- Policy UD-14: Mission Avenue Tree Canopy. In order to provide a unique identity for Mission Avenue, street trees should consist of species that were of significance during the Mission Period in California. These include California peppers (*Schinus molle*), fruitless olives (*Olea Europaea* 'Fruitless'), evergreen pear (*Pyrus kawakamii*), and cork oak (*Quercus suber*). Native California fan palms (*Washingtonia filifera*) can be utilized for median areas only, where they provide high clearance over roadways, but may not be used in pedestrian sidewalk areas.

Oceanside Boulevard Corridor

- Policy UD-15: Oceanside Boulevard Tree Canopy. Trees for Oceanside Boulevard shall include California sycamores (*Platanus racemosa*), coast live oak (*Quercus agrifolia*), Torrey pines (*Pinus torreyana*), white alder (*Alnus rhombifolia*), western redbud (*Cercis occidentalis*) and desert willow (*Chilopsis linearis*). Native California fan palms (*Washingtonia filifera*) or Medjool date palms (*Phoenix dactylifera*) can be utilized for median areas only, where they provide high clearance over roadways, but may not be used in pedestrian sidewalk areas.
- Policy UD-17: Connections to Loma Alta Creek. New development should provide a pedestrian pathway to connect development to the Creekside trail network. Pedestrian pathways should be a minimum of six feet wide and be located every 600 feet along the creek to enhance connectivity to the surrounding area.
- Policy UD-18: Activation of Loma Alta Creek. New development adjacent to Loma Alta Creek should enhance areas adjacent to the creek with dining, recreation, or amenities that do not negatively impact the health or hydrology of the creek.
- Policy UD-47: Linear Park. Consider a linear park along the south side of Oceanside Boulevard between Industry Street and Foussat Road as a means of buffering industrial uses from the roadway and enhancing the visual quality of this stretch of the corridor.

- Policy UD-75: Creek-Oriented Development Guidelines. New buildings within 200 feet of Loma Alta Creek should be constructed with at least one pedestrian entrance facing the creek. Creekside development should not turn its back on the creek but rather provide both visual and physical access to it.

Vista Way Corridor

- Policy UD-21: Vista Way Tree Canopy. In areas that are prioritized for pedestrians, such as between Jefferson Street and El Camino Real, seek to improve the street tree canopy so that it presents a consistent image. Street trees shall include the madrone (*Arbutus 'Marina'*), jacaranda (*Jacaranda mimsifolia*), crape myrtle (*Lagerstromeia indica*), fern pine (*Afrocarpus falcatus*), Australian willow (*Geijera parviflora*) and Chinese evergreen elm (*Ulmus parvifolia*). native California fan palms (*Washingtonia filifera*) or Medjool date palms (*Phoenix dactylifera*) can be utilized for median areas only, where they provide high clearance over roadways, but may not be used in pedestrian sidewalk areas.

- Policy UD-22: Connections to Buena Vista Creek. Seek opportunities to enhance and activate pedestrian and bicycle connections across State Route 78 and further access to Buena Vista Creek as part of the open space and trail system.

4.2.4 Scenic Vistas/Views and Scenic Resources

4.2.4.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to scenic resources are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Have a substantial adverse effect on a scenic vista?
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

4.2.4.2 Impact Analysis

There are no designated State Scenic Highways within City limits. However, the City supports many diverse views and scenic resources including the Pacific Ocean and expansive beaches, inland waterways and open space, and distant mountain ranges to the east. The City places a high value on protecting these views as they create a sense of place that defines the City. Future development under the GPU and SSCSP, especially within the Areas of Change, could result in new development and redevelopment that could detract from existing scenic vistas and views.

As shown in Figure 4.2-2, future development within the Areas of Change including the SSCSP Planning Areas, and throughout the City, could affect views of existing preserved areas, scenic views and vistas, due to potential increases in density and intensity in proximity to these areas. Future development would adhere to all relevant City regulations relating to avoidance and obstruction of views. Specifically, CZO Section 3039, Hillside Development Provisions, requires the preservation of

hillsides to preserve visual integrity of the City's natural environment. LCP policies, applied to new development and redevelopment within the Coastal Zone, require the maintenance of the natural aesthetic value of the areas and the protection of existing view corridors (LCP Policies 1 and 4).

Parkland, open space, and historic sites and structures located throughout the City are considered scenic resources with significant aesthetic value. The City's historic resources, including those designated on the National Register of Historic Places and the City's locally designated resources, are depicted on Figure 4.2-5, and discussed in greater detail in Section 4.6 of this PEIR. As shown in Figure 4.2-5, portions of the Areas of Change are in proximity to historic sites and structures. Development under the GPU and SSCSP could affect these scenic resources if project designs are not sensitive to the historic context for these existing resources. The City's CZO and HPO currently provides protection against visual impacts to historic resources through additional development review processes, design requirements, and permit requirements.

In addition to regulatory compliance, future development throughout the City would be required to implement GPU policies. The RC encourages the enhancement of scenic views through development policies focused on preservation and maintenance of existing views. Specifically, RC Policy 2-78 encourages the preservation of scenic resources, including public views of the Pacific Ocean, habitat areas, and nearby mountain ranges. RC Policy 2-54 fosters the maintenance of coastal view corridors as identified in the LCP. The GPU also addresses the prevention of damage to scenic resources resulting from new development. GPU RC Policy 2-49 supports redevelopment and infill projects that enhance visual quality and encourages the improvement of the visual quality through enhanced paving, fencing, lighting, and landscape (. To protect historic resources in terms of their visual context, the GPU includes policy guidance for historic resource preservation, including ECLU Policy 3-33 which supports the development and implementation of design standards/guidelines for new development in proximity to historic structures to ensure visual compatibility.

South Morro Hills maintains a rural agricultural character that represents a visual resource within the City. Although no land use change is proposed within this area of the City, Vital and Sustainable Resources Element (VSR) policies provide a framework for future land use and zoning changes that could result in additional residential development. The GPU policy framework prioritizes protection of key open space views in South Morro Hills (see RC Policies 2-80 and 2-81) in Section 4.2.3.1.a.

Development specifically within the SSCSP Planning Area could also result in the blockage of scenic views. As detailed in Section 4.2.1.6, the corridors have unique views of local riparian areas, open space, steep hills, and eastern mountain ranges. A primary goal of the SSCSP is the enhancement of, and restorative actions along the San Luis Rey River, Loma Alta Creek, and Buena Vista Creek, which would protect existing views and provide additional viewing opportunities. Future projects within the SSCSP Planning Area would adhere to relevant policies which are also focused on protecting views of mountain ranges (SSCSP Policy LU-42). A discussion of the project's effects on the visual characteristics of the SSCSP is included in Section 4.2.4.

4.2.4.3 Significance of Impacts

Development throughout the City, especially within the Areas of Change, could adversely impact scenic vistas and views due to the increase in development potential and density. Future

development would be required to comply with existing zoning and City regulations aimed at preserving and protecting scenic resources. Additionally, all future development and redevelopment would implement GPU and SSCSP goals and policies intended to guide the preservation and protection of scenic vistas, views, and aesthetic resources. Therefore, through regulatory and policy compliance, impacts to scenic views would be less than significant.

4.2.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.5 Visual Quality and Character

4.2.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to visual character and quality are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

4.2.5.2 Impact Analysis

a. Construction

Implementation of the project would result in construction activities throughout the City, primarily within the Areas of Change. Temporary construction activities would involve grading and the use of heavy machinery that would be visible from the areas immediately surrounding the development sites. Therefore, construction activities could degrade the existing visual character and quality of the respective development sites and their surroundings during the construction phase.

All project-related construction activities would be temporary in nature and all construction equipment would ultimately be removed from individual project sites following completion of construction activities. Therefore, changes to local visual character and quality associated with construction of future development would be temporary, would not permanently affect the scenic quality of an area.

b. Visual Quality

As discussed in Section 4.14, Population and Housing, of this PEIR, SANDAG has developed growth projections for the City through the year 2050 (see Table 4.14-1). To accommodate anticipated growth, the GPU proposes increased residential density and intensity of land uses throughout the Areas of Changes. Additionally, updated definitions of land use designations could trigger increased density and intensity of development throughout the City (outside of the Areas of Change). The SSCSP Planning Area would be subject to most of this growth as shown in Figure 3-2. Proposed changes in density and intensity of land uses, especially within the corridors, could conflict with

regulations governing scenic quality and could result in changes to the visual quality in and around the project sites.

New land use patterns established by the GPU and SSCSP would redefine the City's visual appearance. As new and more intense land uses are introduced into the landscape, they become part of the visual environment. Like other physical resources, the visual environment can be subject to fragmentation. Loss of visual integrity can result in significant impacts on citywide visual quality.

Urban Forestry

Urban landscaping can add to the visual quality of landscaped boulevards, river and coastal promenades, greenways, and street-side tree boxes. The City's vision includes increasing tree canopy as a means to improve the City's visual appeal. The addition of large canopy trees throughout the City requires strategic planning and coordination with City agencies and private developers. The City's goal to establish an urban forestry program is also consistent with the City's Climate Action Plan (see Section 4.9 of this PEIR), which requires development projects to incorporate an annual average of 200 additional trees per year. Guidance for the increase in street tree canopy is included in both the RC and the SSCSP. For example, RC Policies 2-66 and 2-74, and ECLU Policy 3-106 require new development to contribute to increased tree canopy. Also, SSCSP Policy UD-5 provides general direction for the increase of tree canopy throughout the SSCSP Planning Area and specific guidance for the establishment of different tree palettes in each corridor (see SSCSP Policies UD-14, UD-15, and UD-21) to assist in the development of each corridor's individual character and visual quality.

Enhancement of Visual Quality

New development and redevelopment within SSCSP Planning Area would be required to adhere to design guidelines embodied within the SSCSP Urban Design chapter. These design guidelines provide directions for the overall design of each of the three corridors. The Urban Design chapter addresses public realm and streetscapes, parks and public spaces, and wayfinding and public art. Additionally, the Urban Design chapter includes development standards providing specific and broad recommendations to create high-quality buildings and site plans intended to result in a high-quality visual environment. The development standards, shown in the Chapter 3.0, Project Description (see Table 3-5), are organized by land use within the Planning Area (see Figures 3-8, 3-9, and 3-10 for the proposed land use plans for each corridor). The development standards serve as the zoning for the area.

Design guidelines and development standards would be applied to new development and infill development throughout the SSCSP Planning Area. The Urban Design chapter includes detailed measures including aesthetic improvements to alleys, project frontage, and site-specific landscaping. New development would be required to ensure architectural and structural consistency with surrounding existing development, landforms, and maintenance of view corridors. New development adjacent to waterways and riparian areas would be required to improve the visual quality of the waterways, potentially providing pedestrian walkways and public access to trails, especially along Loma Alta Creek.

c. Visual Character

The City is comprised of many neighborhoods with differing appeals, including small-town beach communities, suburban residential neighborhoods, bustling urban centers, and large lot agricultural areas. Important scenic resources throughout the City, such as neighborhood parks, natural open space, and inland waterways, add to the appeal and visual characterization. The GPU and SSCSP would increase density and accommodate growth within the Areas of Change and throughout the City. Future growth has the potential to impact the visual environment through fundamental changes in land use and/or impacts to components of the landscape that contribute to the City's existing visual character. Additionally, the City supports several NPAs which have their own appeal and character. Currently underdeveloped and vacant parcels could be developed with mixed-use projects which would change the existing character of the lots and of the surrounding neighborhood.

Areas of Change are designated throughout several NPAs. However, most changes would occur within the SSCSP Planning Area. Focusing the City's growth on the corridors provides the added benefit of maintaining the scale and character of existing neighborhoods. In addition to existing plans that guide development within the NPAs and individual Specific Plans and Area Plans to ensure maintenance of established character, future development would be required to comply with zoning and site regulations including screening of exterior mechanical equipment (CZO Section 3021) and all landscaping (CZO Sections 3019) and view protection standards.

In addition to regulations and existing standards that serve to protect the City's neighborhood character, the GPU and SSCSP propose goals and policies to promote and place a high priority on visual character including quality architecture, landscape, and site design.

Urban Form

As discussed above, the GPU creates a framework to enhance and maintain the visual character of the City through policy guidance focusing attention on fundamental urban design principles including pedestrian orientation, connectivity, transparency, legibility, indoor-outdoor space, urban greening, and a synergetic mix of uses. See Section 4.17 for details relating to pedestrian connectivity and support for multi-modalities throughout the City. The inclusion of pedestrian amenities as part of the new urban form assists in the development and maintenance of each visual appeal and character.

Each of the City's residential neighborhoods and commercial district reflect the eras in which they were developed and feature unique development patterns and distinct character. The GPU RC Element Goal 2-F directs new development to contribute to the functionality, coherence, accessibility, visual quality, and unique character of the City's built environment.

South Morro Hills

Other than a small portion of the Areas of Change that flanks North River Road within the South Morro Hills area, no changes to existing land use are proposed within South Morro Hills. Nonetheless, buildout of existing land uses would result in an additional 900 residential dwelling uses throughout the area and future implementation of the VSR policy framework (see Section 4.2.3.1.a) could introduce additional residential opportunities in the area. The GPU seeks to maintain the overall

rural/agricultural character of the area, while promoting the introduction of agritourism uses to ensure continued viability of agricultural cultivation. Additionally, the GPU calls for preparation of a South Morro Hills Community Plan to outline strategies for agricultural conservation and the promotion of agritourism. Upon completion of a South Morro Hills Community Plan and associated zoning standards (as a future separate action following the GPU), the City would permit development in South Morro Hills provided projects demonstrate consistency with the applicable policy framework and zoning standards. Future planning for the South Morro Hills area would include implementation of policies to allow clustering of residential development implementation of the Agritourism Strategic Plan to support Tier 2 agritourism uses like resorts and entertainment venues, and the pursuit of an eco-tourism strategy to promote visitors to the area. The South Morro Hills Community Plan would also include zoning standards to facilitate the conservation of farmland and maintenance of the existing agricultural character.

Pedestrian Priority Zones

Figures 3-8, 3-9, and 3-10 show the locations of proposed Pedestrian Priority Zones which are located within the SSCSP. This zone represents a mixed-use area adjacent to transit that would provide opportunities for enhanced pedestrian environments. An example of the vision for the Pedestrian Priority Zones is illustrated in Figure 4.2-7. As shown these areas would require adequate setbacks to support pedestrian activities including wider sidewalks with streetside amenities and buffering between walkway and streets. Development of the Pedestrian Priority Zones would be guided by SSCSP Policies including UD-1, which requires the prioritization of pedestrian-oriented streetscape improvements within pedestrian priority areas. Future development within or adjacent to designated Pedestrian Priority Zones would be required to prepare development plans that demonstrate consistency with the relevant SSCSP policies for Pedestrian Priority Zones. Enhanced pedestrian amenities and development standards in Pedestrian Priority Zones as envisioned by the City would provide consistency in visual character to the SSCSP Planning Area.

SSCSP Design Guidelines

The intention of the SSCSP is to improve the overall visual design, aesthetic cohesion, and character of the corridors. The plan includes design standards and a comprehensive strategy for the maintenance of visual quality to ensure that changes to the character of the corridor would be consistent with zoning and existing regulations. The SSCSP includes direction for the overall design of each of the three corridors and lays out policies for the entire Planning Area that would guide private development and capital improvements. In addition to structural development guidance, the SSCSP includes goals, policies, and standards addressing the elements of the public realm including, but not limited to, streetscapes, parks and gathering spaces, buildings, signage, lighting, and public art to promote aesthetically pleasing and consistent mixed-use corridors. The GPU policy framework would likewise enhance and maintain community and visual character throughout the SSCSP Planning Area. The GPU policies ensure compatibility with zoning and other City regulations includes overall building height and individual focused design standards for each corridor.

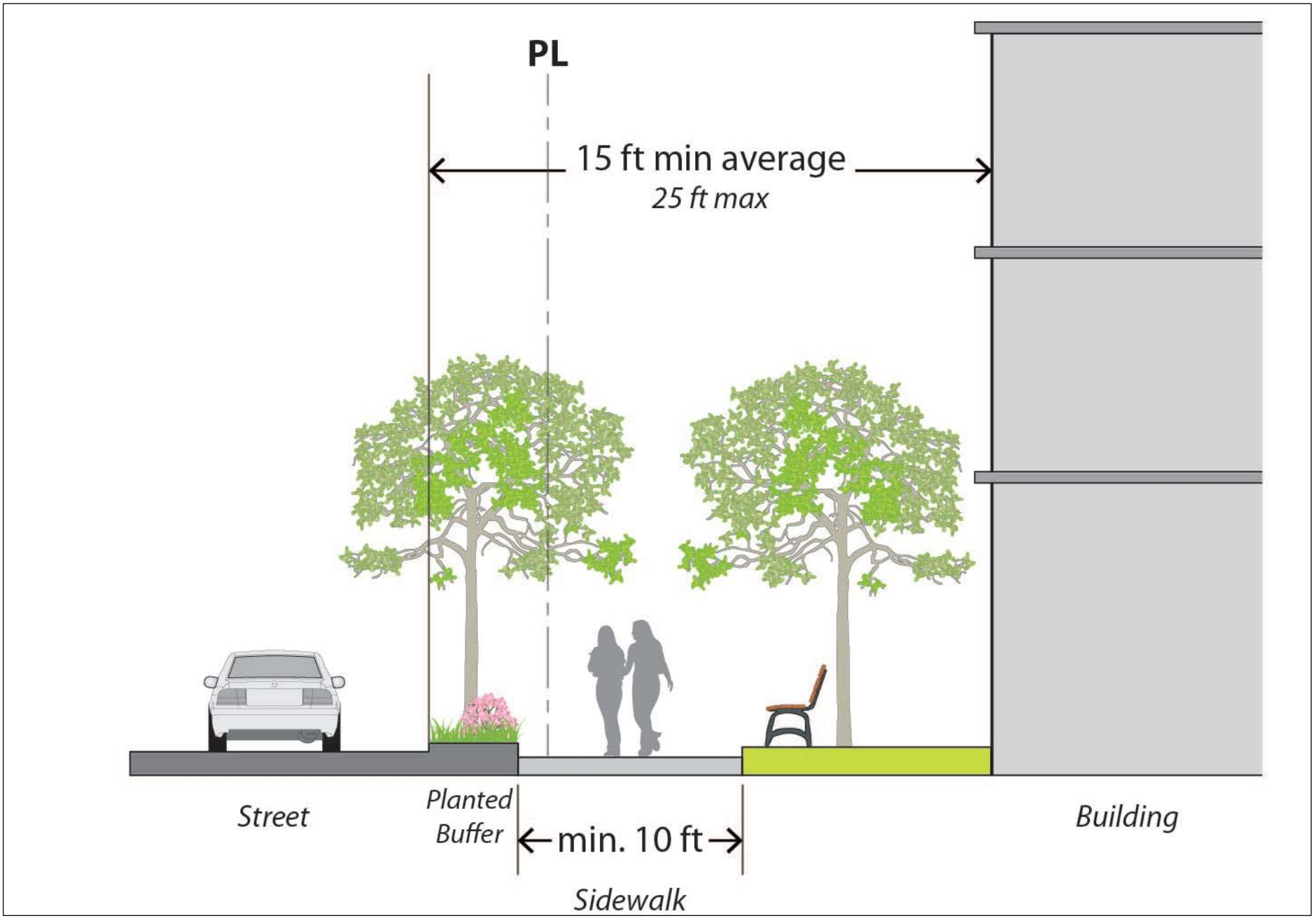


FIGURE 4.2-7
Pedestrian Priority Zones

Building Height

Increased building heights proposed to accommodate high density residential and mixed-uses within the SSCSP could result in a conflict with existing zoning. The SSCSP offers incentives to allow increased residential density and building height in exchange for the provision of privately owned and operated public spaces, reduced setbacks, and other deviations to base zoning standards. Deviations would be allowed based on a finding of public benefit and would result in the implementation of SSCSP policies. See Section 4.15-3.2.d for a discussion of allowances for increased building height in exchange for the integration of public spaces.

Mission Avenue

The proposed land use plan for Mission Avenue is shown in Figure 3-8. As shown therein, Pedestrian Priority Zones are proposed in multiple locations, and the San Luis Rey River Trail is a prominent feature along the northern edge of the corridor. Buildout of both features would add to the character of the corridor, providing new urban parks and public spaces in conjunction with new development and right-of-way improvements. SSCSP policies guide future projects adjacent to the trail to improve the visual quality of the area, potentially providing pedestrian walkways and public access to trails. Additionally, future development along Mission Avenue would adhere to specific design guidelines, examples of which include the following:

- Street trees should consist of species that were of significance during the Mission Period in California (SSCSP Policy UD-14).
- Maximize pedestrian access to existing parks and trails through paths, sidewalks, paseos, and greenways (SSCSP Policy UD-39).
- Projects involving five or more acres shall devote at least 2 percent of total acreage to public space that interfaces with the public right-of-way (SSCSP Policy UD-40).
- Improve open space opportunities (SSCSP Policies UD-41 and 43).

Oceanside Boulevard

The proposed land use plan for Oceanside Boulevard is shown in Figure 3-9. As shown therein, Pedestrian Priority Zones are proposed in four distinct locations adjacent to proposed mixed-use land uses and biological open space in the east. The Pedestrian Priority Zones would function as opportunities for improvement of the City's expanding trail system along Loma Alta Creek. Consistent with SSCSP Policy UD-75, future projects within 200 feet of Loma Alta Creek should be constructed with at least one pedestrian entrance facing the creek. Creekside development should embrace visual and physical access to the creek, including requiring improvements to the trail and thus visual quality surrounding the waterway.

The general character of this corridor includes vibrant retail shops, restaurants, and new residential development. Examples of design guidelines specific for Oceanside Boulevard include the following:

- Highlight the proximity to transit and industrial uses with visually modern or industrial streetscape elements (SSCSP Policy UD-13).

- New development should provide a pedestrian pathway to connect development to the Creekside trail network. Development adjacent to Loma Alta Creek should enhance areas adjacent to the creek with dining, recreation, or amenities Pedestrian pathways should be a minimum of six feet wide and be located every 600 feet along the creek to enhance connectivity to the surrounding area (SSCSP Policies UD-16 and UD-17).
- Development around transit stations shall include at least one plaza, paseo, linear park, or walkway that integrates transit service with surrounding commercial and residential uses (SSCSP Policy UD-44).
- Projects involving five or more acres shall devote at least 2 percent of total acreage to public space that interfaces with the public right-of-way and/or Loma Alta Creek. Such space shall have no dimension less than 20 feet and provide pedestrian connections to the creek, as well as additional open space for flood control) (SSCSP Policy UD-45 and UD-46).

Vista Way

The proposed land use plan for Vista Way is shown in Figure 3-10. As shown therein, a large Pedestrian Priority Zone is proposed on the eastern end of the corridor between the Tri-City Medical Center and Buena Vista Creek. Development within the Pedestrian Priority Zone would allow rehabilitation opportunities of the creek to provide both recreational and conservation opportunities. Future projects adjacent to the creek would be required to improve of the visual quality of the creek.

The Vista Way corridor would be characterized by updates commercial areas, and in-fill opportunities for higher-intensity commercial, residential, and mixed-use projects. Examples of design guidelines specific for Vista Way include the following:

- Highlight the proximity to Buena Vista Creek and the State Route 78 with visually classic or traditional streetscape elements (SSCSP Policy UD-13).
- Seek opportunities to enhance and activate pedestrian and bicycle connections across State Route 78 and further access to Buena Vista Creek as part of the open space and trail system (SSCSP Policy UD-22).
- Seek opportunities for plazas in revitalized retail and commercial areas to function as focal points for surrounding neighborhoods, including landscape, public art, entertainment space, and opportunities for passive and active recreation (SSCSP Policy UD-49).
- Projects involving five or more acres shall devote at least 2 percent of total acreage to public space that interfaces with the public right-of-way and/or Buena Vista Creek. Such space shall have no dimension less than 20 feet and support the enhancement of activate recreational access to Buena Vista Creek as part of an open space and trail system (SSCSP Policies UD-50 and UD-52).
- Enhance pedestrian connections between commercial centers through new and improved crosswalks, additional access points, wayfinding, subtle traffic-calming elements, and, where feasible, wider sidewalks (SSCSP Policy UD-54).

Additional policies reflect building siting, orientation, design, and architectures relative to the maintenance of the character of the Planning Area. The SSCSP Urban Design policies provide many

recommendations for the corridors to support growth while ensuring complementary visual themes meant to distinguish and organize each of the corridors (SSCSP UD Goal 9). A sample of these additional policies including those focused on the development of pedestrian and multi-modal connectivity are summarized below.

Overall, new development and redevelopment projects would be required to adhere to GPU and SSCSP policies to both protect and enhance the aesthetic quality of future development and create visual continuity with surrounding land uses. Through site and building design standards, development would be cohesive by ensuring regulatory compliance and creating context-sensitive design throughout each corridor. Future development within each corridor would adhere to the general and corridor specific SSCSP development regulations and design guidelines. Implementation of existing plans, City regulations, and adherence to proposed policies contained in the GPU and SSCSP would ensure consistent application of visual protection measures that support new density and intensity of uses under new land use designations, while ensuring protection of the City in general and individual neighborhood character.

4.2.5.3 Significance of Impacts

Development throughout the City, especially within the Areas of Change, could adversely impact visual quality and character of the City's unique neighborhoods and overall aesthetic due to the increase in development potential and density. Future development would be required to comply with existing zoning and ordinance regulations aimed at preserving and protecting visual qualities. Additionally, all future development and redevelopment would implement GPU and SSCSP goals and policies focused on the maintenance and improvement of the visual character of the City, especially within the SSCSP Planning Area. Therefore, through regulatory and policy compliance, impacts to visual quality and character would be less than significant.

4.2.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.6 Light or Glare

4.2.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to light and glare are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.2.6.2 Impact Analysis

The main sources of daytime glare in the City is from sunlight reflecting from structures with reflective surfaces such as windows. A source of glare during the nighttime hours is artificial light from homes, buildings, and automobile headlights. Implementation of the project may introduce new sources of

daytime glare and may change nighttime lighting and illumination levels. Future development and redevelopment projects throughout the City would include residential and commercial uses containing structures and other potential sources of light and glare both during the day and at night. Building materials (i.e., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. The sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development, lighting from non-residential uses, lights associated with increased vehicular travel, street lighting, parking lot lights, and security related lighting for nonresidential uses. Increased nighttime lighting and illumination could result in adverse effects to adjacent land uses.

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable standards. Future development would also be required to adhere to Code of Ordinances Chapter 39 which addresses citywide lighting standards.

In addition to regulatory compliance future development would adhere to GPU and SSCSP goals and policies directed at protections against unwanted light and glare. RC Policy 2-84 enhances the City standards through encouragement to use of dark-sky compliant outdoor light fixtures to minimize light pollution. Within the SSCSP Planning Area, SSCSP Policy UD-59 also supports City standards by requiring building lighting to be light pollution-reducing and dark sky compliant. Adherence to GPU and SSCSP policies would further ensure that future development would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

4.2.6.3 Significance of Impacts

Development throughout the City, especially within the Areas of Change, could increase light and glare due to the increase in development intensity and residential density. Through compliance with applicable state building standards and City regulations aimed at protecting against the effects of light and glare on day and nighttime views, coupled with GPU and SSCSP policies would ensure that any new sources of light or glare from development or redevelopment projects would be less than significant.

4.2.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.7 Cumulative Analysis

The geographic scope of the cumulative impact analysis for aesthetics includes the immediate vicinity of view corridors, view sheds, or scenic resources in the City. Future development would be reviewed for consistency with all relevant local plans, Code of Ordinance regulations, and proposed GPU and SSCSP policies. Specifically, design standards, landscape plans, and light regulations would be applied to all project-specific development.

New development would be reviewed project-by-project to ensure all development standards are met and that development is compatible with its existing surrounding area and visually compatible with existing land uses. Therefore, the project would not contribute to a cumulative impact related to aesthetics.

4.3 Agricultural and Forestry Resources

This section addresses potential project impacts related to agricultural and forestry resources that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. However, changes to the City's General Plan Efficient and Compatible Land Use Element (ECLU) would result in greater density and/or intensity of uses. These areas, shown in Figure 3-2, are referred to as the Areas of Change.

The analysis of agricultural and forestry impacts focuses on the potential loss of resources that could occur because of project implementation.

4.3.1 Existing Conditions

4.3.1.1 Agricultural Setting

While the City is generally composed of urban/developed land, approximately 2,861 acres or 10.6 percent of the City's total land use, is designated as agriculture by the City's existing General Plan (City of Oceanside 2021a). As previously stated in Section 4.1.1.c and shown in Figure 4.1-1, most agricultural land uses are concentrated within the City's northeast corner within the South Morro Hills area. Specifically, as shown in Figure 4.1-2, except for a swath along the western border with Camp Pendleton, the City's existing agricultural zoning is situated within South Morro Hills. The City has historically maintained policies supporting conservation of agriculture within the Agricultural District, e.g., agriculturally zoned lands, specifically within the inland portions of the City focused around South Morro Hills. Lot configurations within South Morro Hills are generally conducive to low intensity agricultural activity such as orchards, gardens, and limited animal husbandry. While single unit conventional residential development is permitted, the area is zoned to allow a maximum density of 0.4 dwelling units per acre, with minimum lot sizes of 2.5 acres. Although agricultural zoning is primarily located within South Morro Hills, agricultural land uses occupy areas of the City that are not within the Agricultural District. Approximately five percent of land within the SSCSP contains agricultural land uses such as nursery operations. These land uses are typically located within industrial zones and are considered interim land uses by the City until redevelopment occurs.

a. Farmland Mapping and Monitoring Program

Through the Farmland Mapping and Monitoring Program (FMMP), the California Department of Conservation (DOC) produces agricultural resource inventories and maps based on soil quality and land use within California. These inventories and maps are updated every two years. Figure 4.3-1 depicts the location of the different farmland categories throughout the City as identified by the FMMP. Table 4.3-1 delineates the acreage for each category.

Table 4.3-1
Farmland Mapping and Monitoring Program Resources

Farmland Designation	Acreage	Percentage of City
Prime Farmland	168	0.6
Farmland of Statewide Importance	450	1.7
Farmland of Local Importance	1,405	5.2
Unique Farmland	2,172	8.1
Grazing land	265	1.0
TOTAL	**4,460**	**16.6**
SOURCE: City of Oceanside 2021b.		

The FMMP identifies 4,460 acres or 16.6 percent of the City as being a designated type of farmland. Prime Farmland or Farmland of Statewide Importance—the two highest tiers of farmland under the state's classification system—are almost all located in the South Morro Hills area. Farmland of Local Importance can be found in central and northern parts of the City. However, very little, if any, of this farmland outside of South Morro Hills is in active agricultural use.

b. Williamson Act Contracts

As of 2024, approximately 450 acres of farmland, mostly within the South Morro Hills region, are under Williamson Act Contracts as shown on Figure 4.3-2. Land contracted under the Williamson Act is preserved for agricultural uses for at least 10 years and therefore less likely to be subject to other types of development.

c. Crops

Crops produced in the City are numerous and broad due to the soils capable of supporting a range of farmland categories (see Table 4.2-1). Generalized agricultural categories as identified by San Diego Geographic Information Source (SanGIS) are shown in Figure 4.3-3. Table 4.3-2 delineates the citywide acreage of each agricultural category.

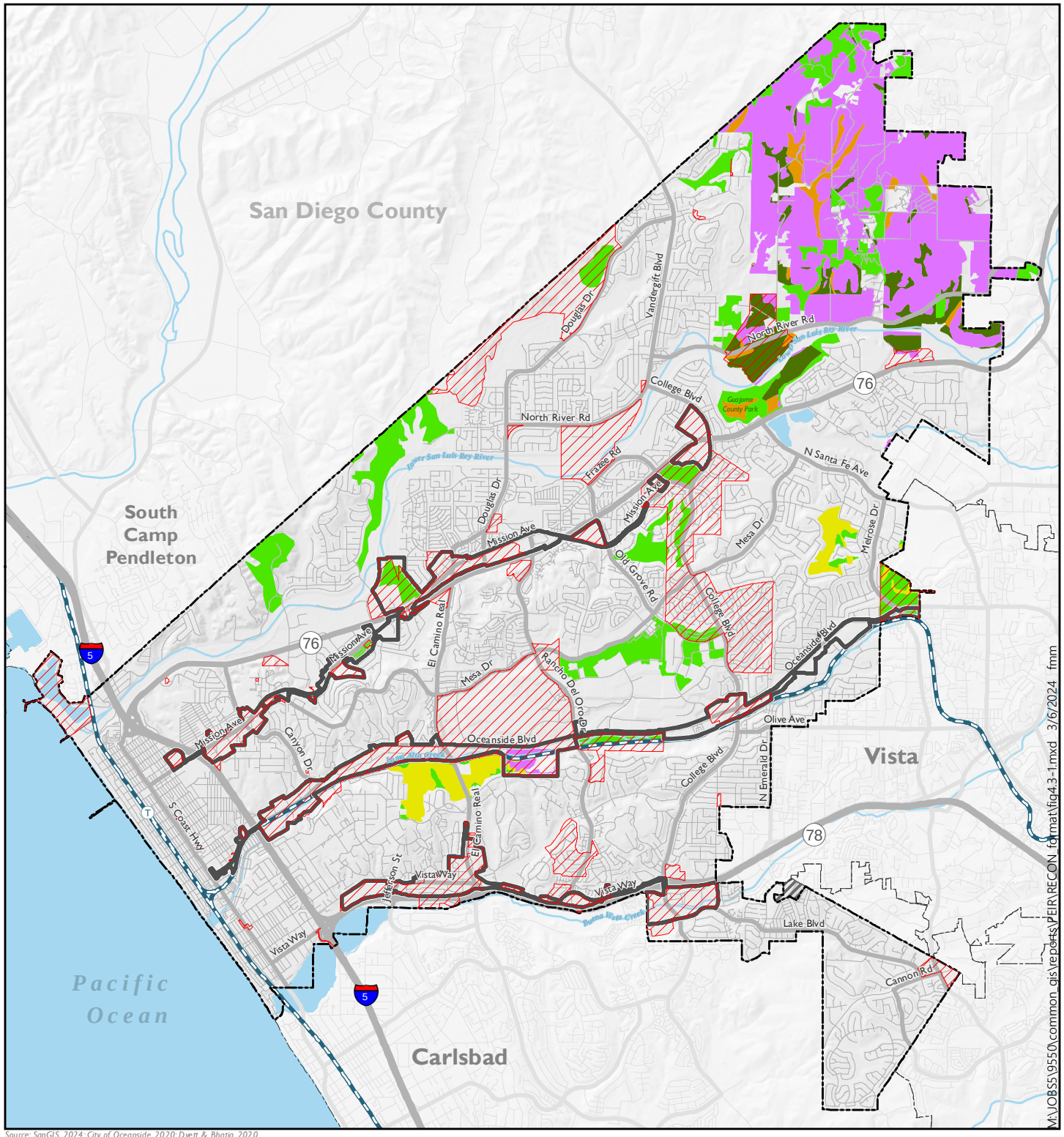
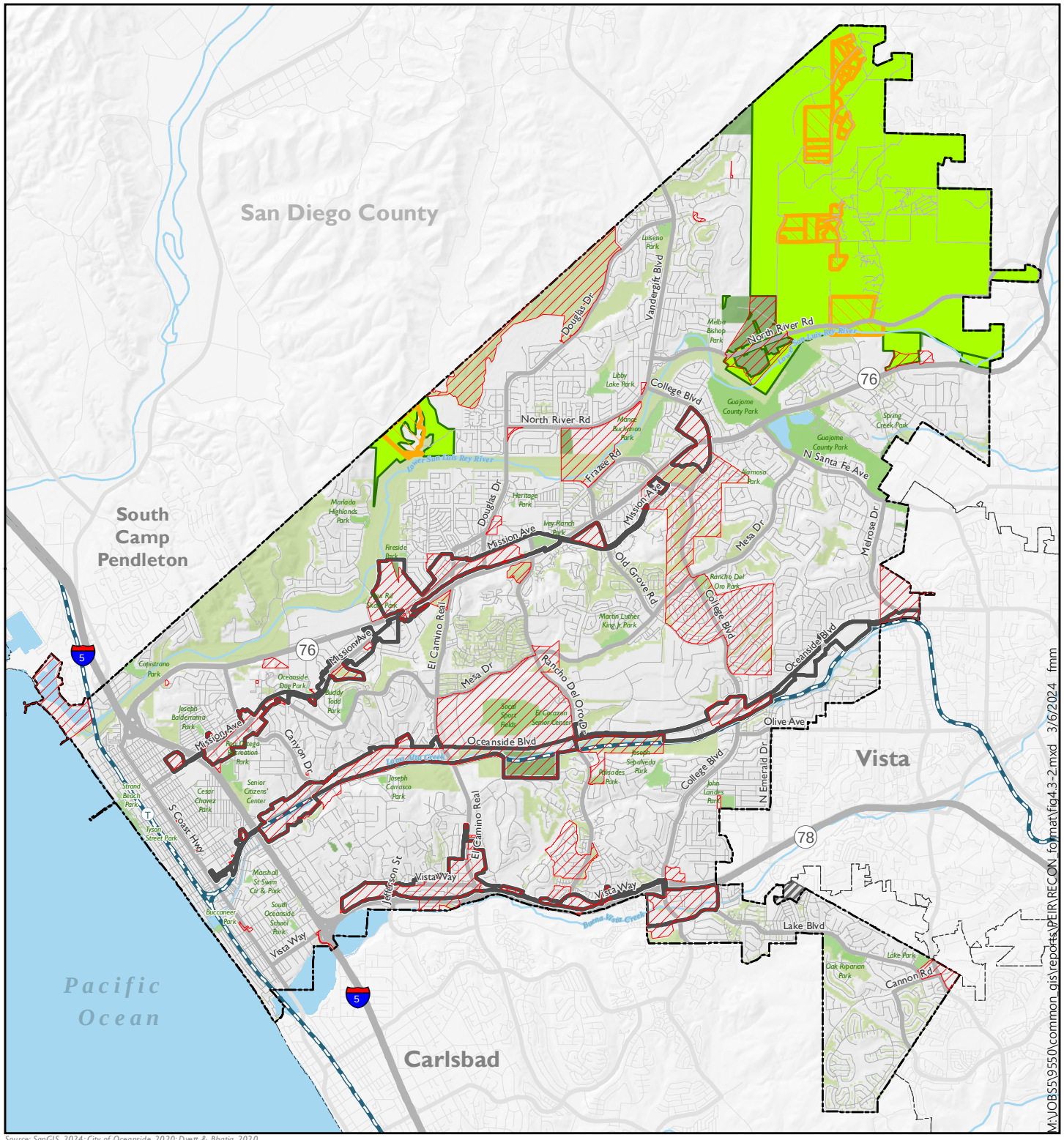


FIGURE 4.3-1
State Farmland Designations



Source: SanGIS, 2024; City of Oceanside, 2020; Dyett & Bhatia, 2020

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0 Miles 2

- City of Oceanside
- Neighbor City
- Sphere of Influence
- Oceanside Transportation Center
- Rail
- Williamson Act Contracts
- Agricultural District
- Areas of Change
- SSCSP Planning Area

FIGURE 4.3-2
Williamson Act Contracts and Agricultural District

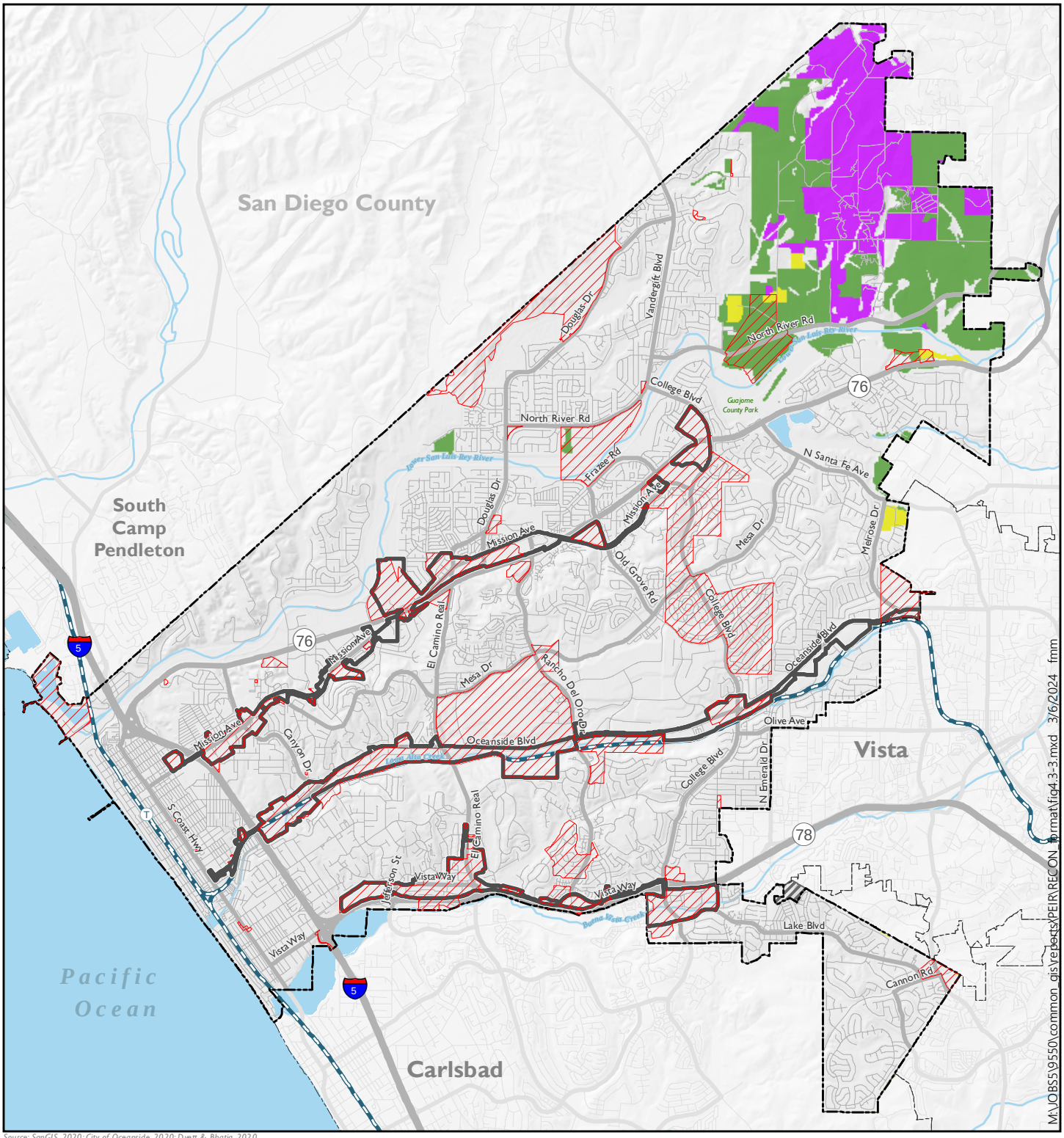


FIGURE 4.3-3
SANGIS Agricultural Categories

Table 4.3-2 General Agricultural Land Categories	
Category	Acreage
Extensive Agriculture (field pasture and row crops)	1,897
Intensive Agriculture (dairies, nurseries, and chicken ranches)	93
Orchards and Vineyards	1,262
TOTAL	**3,252**
SOURCE: City of Oceanside2021b.	

4.3.1.2 Agritourism Strategic Plan/ South Morro Hills

Agritourism is generally defined as the operation of an agriculturally-related tourism business open to the public (Agricultural Marketing Resource Center 2023). Examples of agritourism activities include U-picks, on-farm markets, pumpkin patches, and vineyards and wineries with on-site tastings. Currently, a small part of the City's tourism economy includes a winery, farmers' markets and farm-to-table dining events. However, to enhance the long-term economic viability of farming in South Morro Hills and broaden Oceanside's appeal as a visitor destination, the City developed an Agritourism Strategic Plan. The Agritourism Strategic Plan involves a two-tiered strategy designed to establish a viable and successful agritourism program for the City. Tier 1 focuses on small-scale agritourism uses, value-add food processing operations, and "ag lab" activities that promote collaboration between the farming and academic communities. . Tier 2 actions are more involved and require additional planning and a capital expenditure program to implement. Tier 2 actions include expanding the range of agritourism uses permitted in South Morro Hills, assessing the potential economic impact of agritourism, and preparing a Community Plan for South Morro Hills to better define a long-term vision for the area. See Section 4.3.2.2.a for additional information regarding the Agritourism Strategic Plan.

Effective November 2018, the Comprehensive Zoning Ordinance (CZO) was amended to introduce agritourism and Tier 1 agritourism activities. The adoption of Tier 1 agritourism strategies allows low intensity and low investment agricultural activities in the South Morro Hills community.

As shown in Figures 4.3-1, a portion of South Morro Hills north of North River Farms Road is identified as an area of change due to the North River Farms project being a pipeline project that was assumed in the overall growth assumptions for the City. No land use changes are proposed in South Morro Hills and the anticipated buildout for the community is based on existing General Plan and zoning allowances. A future community plan is anticipated for South Morro Hills that would be subject to additional environmental review.

4.3.1.3 North River Farms Project

The City Council approved the North River Farms Planned Development Plan project on November 6, 2019. The project included a General Plan Amendment, Zone Amendment, Vesting Tentative Map, and Planned Development Plan. Approval of the project redesignated the site from Agriculture (A) to the following land use designations: Agricultural (A), Open Space (OS), Single Family Residential (SFD-R), Medium Density Residential A (MDA-R), Medium Density Residential B (MDB-R), and Special

Commercial (SC). The site was rezoned from Agriculture (A) to Planned Development (PD). The approved GPA and rezone are shown on Figures 4.1-1 and 4.2-1 (Existing General Plan Land Use Designations and Existing Zoning Designations, respectively).

The 214.1-acre project site is located at the western entry of South Morro Hills, where it straddles North River Road and extends to the San Luis Rey River. While the project as originally approved allowed for as many of 525 dwelling units, the maximum unit count was reduced to just under 400 as part of a legal settlement. North River Farms would also include parks, trails, fire house, retail, and commercial uses. Approximately 68.1 acres of the site would be dedicated to agricultural uses including a community garden, agricultural trails, production agriculture, and agritourism.

Following approval of North River Farms, the City Council directed staff to prepare an ordinance prohibiting further development in South Morro Hills beyond what is permitted under the existing General Plan and Zoning Ordinance until a community plan for South Morro Hills is prepared and approved by the City Council.

The North River Farms project is included as an Area of Change (see Figure 3-1) because the North River Farms is a pipeline project that was assumed in the overall growth assumptions for the City.

4.3.2 Regulatory Setting

4.3.2.1 State

a. California Department of Conservation

The California DOC is the state agency that administers both the state FMMP and the California Land Conservation Act, more commonly known as The Williamson Act. The Important Farmland Mapping Program compiles information on the state's important farmlands, including tracking farmland proposed for development and provides this information to state and local government agencies for use in planning and for decision makers and decision-making bodies. The FMMP Important Farmland Maps are based on a classification system that combines technical soil ratings and current land use. Important Farmland Categories include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-up Land, and Other Land. The FMMP's Important Farmland Maps require that Prime Farmland meet the following criteria: (1) Prime Farmland must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date, which equates to four years. Therefore, the land must have been used for irrigated agricultural production at some point in time during a four-year period of time prior to the most recent date of the Important Farmland Map date (DOC 2023a); and (2) the soil must meet the physical and chemical criteria for Prime Farmland or Farmland of Statewide Importance as determined by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). NRCS compiles lists of which soils in each survey area meet the quality criteria. Factors considered in qualification of a soil by NRCS (DOC 2017) include the following:

- Water moisture regimes, available water capacity, and developed irrigation water supply
- Soil temperature range
- Acid-alkali balance

- Water table
- Soil sodium content
- Flooding (uncontrolled runoff from natural precipitation)
- Erodibility
- Permeability rate
- Rock fragment content
- Soil rooting depth

The California DOC, Division of Land Resource Protection, and the USDA NRCS both conduct regular and ongoing assessments of soil types and prepare detailed soil maps. Once soils are mapped, they are grouped into the following categories that have specific definitions. The categories and definitions are as follows:

Prime Farmland. In California, the FMMP maps all statewide farmlands. The FMMP's soils study area is contiguous with soil surveys developed by the USDA. The FMMP requires that any land designated as Prime must meet the criteria related to land use and soils. As such, farmland with the optimal combination of physical and chemical features to sustain long-term agriculture is described as Prime. The land has been determined to have the soil quality, growing season, and moisture supply needed to produce sustained high crop yields (DOC 2017).

Farmland of Statewide Importance. As with Prime Farmland, Farmland of Statewide Importance must also meet both the criteria described above with respect to land use and soils and is similar to the Prime Farmland category. The difference is that Farmland of Statewide Importance tolerates greater shortcomings of the soil, such as greater slopes or less ability to store moisture (DOC 2017).

Unique Farmland. This category of farmland is categorized as having lesser quality soils, but is still used for the production of leading agricultural crops. This farmland is typically irrigated, but can also include non-irrigated orchards or vineyards found in some climatic zones in the state. These lands must have been used for irrigated agricultural production at some time during the four years prior to the mapping date (DOC 2017).

Farmland of Local Importance. Lands that have been determined by local jurisdictional authorities such as county boards of supervisors or local advisory committees to have a specific importance to the local agricultural economy are considered Farmland of Local Importance (DOC 2017).

The FMMP has three other categories of land:

1. Grazing Land. Land that is particularly suited to the grazing of livestock given existing vegetation. This particular designation was developed in concert with University of California Cooperative Extension, and a host of other groups with an interest in grazing and livestock (DOC 2017).

2. Urban and Built-Up Land. This category refers to land that is occupied by structures with a building density of at least one unit to 1.5 acres or six structures to a 10-acre parcel. This category includes land uses such as residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries,

airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other developed purposes (DOC 2017).

3. **Other Land.** All other lands that do not fall into the categories above are subsumed into this category. Examples of these lands include low-density rural developments, brush, timber wetland, riparian areas not suitable for livestock grazing, confined livestock poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. In addition, vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land (DOC 2017).

b. Williamson Act Contracts and Agricultural Preserves

The Williamson Act (California Administrative Code Section 51200 et seq.) was designed to incentivize landowners to retain prime agricultural land and open space in agricultural use, in order to slow the conversion of agricultural lands to urban and suburban development. The Williamson Act Program allows local governments and private landowners to enter into contracts for the purpose of restricting specific parcels of land to agricultural or related open space use. The minimum term for contracts is 10 years, and renewal of the contract is automatic unless the landowner or government initiates a process of term nonrenewal, thereby essentially rendering the contract indefinite. Once under contract, landowners receive substantially reduced property tax assessments, which are then based upon generated income as opposed to potential market value of the property (DOC 20123b. As discussed above, parcels within the City subject to a Williamson Act Contract are shown on Figure 4.3-2.

c. Right to Farm Act

California Civil Code Section 3482.5 established the Right to Farm Act, which is designed to protect commercial agricultural operations from nuisance complaints that may arise when the operation is conducting business in a "manner consistent with proper and accepted customs." The code specifies established operations that have been in business for

d. Sustainable Agricultural Lands Conservation Program

The Sustainable Agricultural Lands Conservation Program (SALC) is an existing mechanism for agricultural preservation. The SALC utilizes statewide Cap-and-Trade proceeds to protect agricultural lands that are at risk of conversion to other uses. Protecting farmland avoids increased emissions associated with development and provides an opportunity to capture carbon in the land base. SALC's mission is to support California's need for agricultural conservation, economic growth, and sustainable development. SALC funds projects that protect at-risk agricultural lands from conversion to more pollution-heavy land uses such as urban or rural residential development. The program provides both Planning grants Agricultural Conservation Acquisition grants.

4.3.2.2 Local

a. Agritourism Strategic Plan

Completed in 2017, the Agritourism Strategic Plan outlines two tiers of new agritourism uses for South Morro Hills. Tier 1 strategies are comprised of lower-intensity and lower investment uses like U-Pick operations, petting zoos, farm stands, and small bed and breakfasts. Tier 1 strategies do not require new major infrastructure and embodies existing capacity of the farmers. In 2018, the City Council approved amendments to the Zoning Ordinance to allow agritourism and Tier 1 agritourism activities (see Section 4.3.2.2.b Comprehensive Zoning Ordinance).

The Agritourism Strategic identifies Tier 2 strategies that build from Tier 1 activities but would involve increased capital investments, and greater strategic and economic planning by both the farm community and the City. Tier 2 strategies would include higher-intensity and higher-investment uses such as hotels, festivals, and larger retail operations to sell farm products. Tier 2 strategies are not currently allowed by existing zoning allowances, would require additional public infrastructure investments, and require a community-based vision of South Morro Hills which is not part of this effort.

The City also envisions the creation of a South Morro Hills Community Plan to facilitate the conservation of farmland and support farming as a commercial enterprise.

b. Comprehensive Zoning Ordinance

Article 14 of the Zoning Ordinance establishes an "A" Agricultural District which includes land use and development regulations applicable to inland portions of the City within this zone district. As shown in Figure 4.1-2, the Agricultural Zone as designated in the GPU coincides with the South Morro Hills.

The purpose of the Agricultural District as specified in Zoning Ordinance Section 1410 is to:

A. Provide a suitable classification for large-scale agricultural and mining operations and related open space uses.
B. Allow agritourism uses incidental and compatible with agricultural operations.
C. Limit non-agricultural uses to those incidental to agricultural operations.
D. Permit only very low-density residential development, compatible with low-intensity agriculture and keeping of livestock.

Section 1420 provides a schedule of land use regulations for the Agricultural District including those allowed, those requiring use, administrative, agricultural activity, or special event permits, those requiring administrative development plan, and those not allowed in the zone.

Section 1450, Agricultural Activities, states the following:

The specific purposes of the Agricultural Activities provisions are to:

1. Provide for a quality working and business environment for agricultural businesses within the City.
2. Recognize the potential for conflicts between agricultural uses and residential uses in the Agricultural District, and provide appropriate standards and criteria for activities associated with agriculture to avoid potential conflicts and promote compatibility between uses.
3. Allow agritourism uses incidental and accessory to agricultural operations, and provide appropriate standards to avoid potential conflicts and promote compatibility between uses.
4. Provide a streamlined approach to achieving compliance with specific development standards within the Agricultural District.

4.3.3 Proposed General Plan Update Policies

The proposed GPU and SSCSP include polices intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.3.3.1 Policy Framework

a. GPU Vital and Sustainable Resources Element (VSR)

- Goal 5-M: Agriculture in South Morro Hills and nearby areas will remain a viable economic enterprise, conserving farmland, containing urban sprawl, providing employment, and creating opportunities for local food sourcing.
- Goal 5-O: South Morro Hills will continue to be designated primarily for agriculture use and supportive commercial activity. Any allowance for additional housing in this area will be for the purpose of incentivizing formal, long-term conservation of farmland.
- Policy 5-73: Promote activities and operations that expand the market for local agricultural products, both within Oceanside and throughout the San Diego region.
- Policy 5-72: Allow clustered development on sites of at least 40 acres in exchange for formal conservation of at least 75 percent of the total site area as farmland.
  - Limit development to no more than 25 percent of the total site area.
  - Require that development be clustered in contiguous footprints, with no more than one cluster per 30 acres of developable land.
  - Where feasible, require that housing clusters be sited in areas that are not under cultivation and do not quality as Prime Farmland or Farmland of Statewide Importance.

  - Require that agritourism uses operating within enclosed space can be contained within the maximum 25 percent development footprint.
  - Limit development on steep slopes and where sensitive habitat is present.
- Policy 5-78: For properties less than 40 acres in size, maintain agricultural zoning standards that limit residential subdivision to a minimum lot size of 2.5 acres and allow only one single-family residence per legal lot.
- Policy 5-80: Require that new housing development on all agriculturally-zoned properties provide a 100-foot buffer from wetlands and other sensitive habitat and at least a 50-foot buffer from any adjacent agricultural properties.

b. GPU Efficient and Compatible Land Use Element (ECLU)

- Policy 3-108: Leverage the CEQA process to promote infill and redevelopment, fully mitigate impacts on biological resources and farmland, and reduce vehicle miles traveled (VMT).

c. SSCSP Environmental Quality

No agricultural preservation policies are included in the SSCSP due to the lack of any Agriculture District lands and agricultural land uses being considered an interim land use.

4.3.4 Farmland Conversion

4.3.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to agricultural resources are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?

4.3.4.2 Impact Analysis

Implementation of the project would result in increased development potential throughout the City, primarily within the Areas of Change. As shown in Figure 4.3-1, all the areas designated Prime, Unique, and Farmland of Statewide Importance are located within the South Morro Hills portion of this City. Areas outside of South Morro Hills are designated as Farmland of Local Importance and Grazing Land located along the Camp Pendleton border, adjacent to Mission Avenue, and adjacent to the rail line in proximity to El Camino Real. In addition, there are a number of agricultural land uses (such as nurseries) currently in operation on non-agriculturally zoned properties within the City. The City considers agricultural land uses outside of the Inland Agricultural District to be an interim land use. The City's policy framework does not support preservation of agricultural land uses outside of the Inland Agricultural District lands. Conversion of existing agricultural land uses within non-

agriculturally zoned properties would be not be considered a significant impact to agriculture due to these land uses being interim uses until ultimate implementation of the City's land use vision.

The City's policy framework supports retention of agricultural land uses within South Morro Hills. Although there are no proposed land use changes in South Morro Hills, the VSR includes two key policies that would guide allowable land use change within South Morro Hills through future development of a Community Plan and associated rezoning and development standards. While future rezoning would be required in order for development to proceed under this policy framework, this environmental document evaluates the potential impacts to agricultural resources that would be anticipated with implementation of the GPU policy framework detailed in VSR Policies 5-72, 5-78, and 5-80.

Due to high labor costs, water shortages, and price undercutting from imported goods, private landowners are under pressure to subdivide their land for residential use rather than maintain agricultural operations. This pressure to convert is evidenced by the recently approved North River Farms housing development which, although it did allow maintenance of agricultural activities, resulted in the conversion of agriculturally designated land for residential and mixed-use development. The City's agricultural zoning district currently allows for 2.5-acre residential subdivision as well as planned developments (like North River Farms) that allow property owners and developers to propose custom land use and development standards.

Currently there are limited sewer and stormwater conveyance services within South Morro Hills. The GPU land use and policy framework does not plan for the expansion of infrastructure to the South Morro Hills area. However, there is a possibility that over the planning horizon, infrastructure expansion may occur due to individual projects that may pursue higher residential density than currently permitted. In the event of infrastructure expansion in the future, the GPU includes policies to support conservation of agriculture.

The VSR includes two key policies that would guide development of a future South Morro Hills Community Plan and zoning standards. VSR Policy 5-72 would allow clustered development in South Morro Hills on sites of at least 40 acres in exchange for formal conservation of at least 75 percent of the total site area as farmland. For properties less than 40 acres in size, zoning standards would be maintained that limit residential subdivision to a minimum lot size of 2.5 acres and allow only one single-family residence per legal lot (VSR Policy 5-78). With adoption of future rezoning and a Community Plan for South Morro Hills that implements this policy framework, future development would be facilitated within agricultural lands.

In addition to the above-referenced VSR policies applicable to South Morro Hills, the GPU designates an Agricultural Exclusion Zone over lands north of the San Luis Rey River, primarily within South Morro Hills. The Agricultural Exclusion Zone is part of the GPU Conservation Framework (see Figure 4.5-7) and its purpose is to support maintenance of existing open spaces, the restoration of degraded habitats, and, the protection of land designated for agricultural uses. The Agricultural Exclusion Zone supports clustered housing in exchange for formal conservation of at least 75 percent of existing farmland, consistent with VSR Policy 5-72. The GPU also promotes agritourism as another revenue source for local farmers to assist in economic diversification supporting long term economic viability of agricultural land use (see Section 4.3.3.1.a).

These VSR policies were developed in close coordination with agricultural property owners within South Morro Hills and are responsive to development pressures that exist within this area to convert agricultural land uses to residential use. While future development within South Morro Hills would result in direct impacts to agricultural land, the policies intend to balance development pressures with agricultural conservation. By allowing clustered development within 25 percent of large agricultural parcels, the City would require formal conservation of 75 percent of the remaining agricultural land via a conservation easement to be granted to the City in perpetuity. Future projects proposing to develop under this policy would be required to conserve 75 percent of existing farmland, ensuring conservation of the majority of the largest agricultural parcels within South Morro Hills. While implementation of this land use policy provides a pathway to development of agricultural land, resulting in impacts to agricultural resources, it would allow farmers to respond to market demands for housing, while providing needed revenue that could support the ongoing economic viability of farming within South Morro Hills.

Similarly, while maintaining the 2.5-acre minimum lot size for parcels less than 40 acres in South Morro Hills would ultimately impact agricultural land as development and parcelization occurs, small farms in San Diego County are common and can often retain agricultural viability due to the high value crops typically grown in San Diego County along with the high percentage of farms being family owned with farmers living on-site. As detailed in the County of San Diego's CEQA Guidelines for Determining Significance for Agricultural Resources, 68 percent of farms in San Diego County range in size from 1 to 9 acres, 75 percent of farmers live on their farms, and 90 percent of farms are family owned (County of San Diego 2015). Retaining allowances for large lot residential would allow this pattern of family-owned farms to continue in South Morro Hills. Although small farms can continue to be viable in the long term, parcelization of farms into 2.5-acre estate lots would ultimately result in a loss of productive agricultural land as the primary land value shifts from agriculture to estate homes.

Although VSR Policies 5-72 and 5-78 were developed to support local farmers in South Morro Hills retain economic viability by providing pathways to development while ensuring agricultural land use remains a primary use in the community, implementation of these policies would result in conversion of agricultural land. The intent of the policies is to support the preservation of agriculture in South Morro Hills over the long term by requiring 75 percent conservation of the largest parcels. These policies account for realities of existing development pressure to convert agricultural land and respond to the need for additional sources of revenue for local farmers. While implementation of these policies is intended to be supportive of the retention of agriculture in the long term, their implementation would ultimately cause conversion of some agricultural land in South Morro Hills. Upon completion of a South Morro Hills Community Plan and associated zoning standards (as a future separate action following the General Plan), the City would permit development in South Morro Hills provided projects demonstrate consistency with the applicable policy framework and zoning standards (see Section 4.3.3.1.a). While implementation of this GPU policy framework is intended to support long-term preservation of agriculture in South Morro Hills, some agricultural land would be converted.

4.3.4.3 Significance of Impacts

The City is dedicated to the conservation of agriculture within its Agricultural District and has developed means to support the economic integrity and longevity of agricultural land use within South Morro Hills. All future development within the Agricultural District would be required to adhere to the proposed goals and policies included in the VSR. Despite application of a policy framework intended to support retention of agricultural land uses within South Morro Hills, future buildout of the City consistent with the GPU and SSCSP policy framework would result in the conversion of agricultural land uses located within non-agriculturally zones lands which would be a significant impact. Additionally, as future land use change occurs In South Morro Hills, upon adoption of a Community Plan and future zoning standards, development consistent with the GPU policy framework may result in impacts to agricultural land uses. While the policy framework would support conservation of agricultural lands, there would be some loss of productive agricultural land which would be considered a significant impact.

4.3.4.4 Mitigation

AG-1 South Morro Hills Community Plan, Agricultural District Development Standards, and Standard Conditions of Approval

Prior to any development proceeding under the City's GPU VSR policy framework for development within the Inland Agricultural District, the City shall prepare a South Morro Hills Community Plan along with updated development standards applicable to Agricultural District lands that would support implementation of GPU VSR Policies 5-72 and 5-78. Standard Conditions of Approval would be developed along with this effort to support retention of agriculture as a primary land use in South Morro Hills.

The South Morro Hills Community Plan and Agricultural District development standards shall include policies to ensure protection of the most valuable on-site agricultural resources. Policies and/or development standards shall address the location and siting criteria for residential use to ensure development occurs in areas least suitable for agricultural use and shall define criteria for locating clustered development to support conservation of the highest value agricultural and biological resources. Policies and/or development standards shall include recommendations for reducing conflicts between agricultural and non-agricultural land uses (e.g., interface conflicts). Some examples of design elements that may reduce potentially significant indirect impacts to agricultural resources include:

- Locate trails away from accessible (e.g., not fenced) crop areas to reduce trespass/theft and disease introduction;
- Design project access to direct future occupants away from active farms and not towards active farms;
- Incorporate appropriate fencing or other barriers to minimize trespass;
- Orient project features that would be considered high-use areas (balconies, backyards, parks, etc.) away from active farms;

- Incorporate internal compatibility buffers to separate agricultural parcel(s) from non-agricultural land uses to ensure long term viability of the on-site agricultural parcel(s);
- Locate parks away from agricultural uses;
- Restrict uses incompatible with agriculture in areas adjacent to areas intended for agricultural preservation;
- Incorporate appropriate land use transitions such as reduced density near adjacent farmland to decrease the number of residents that abut farms; and
- Identify specific measures applicable to development within one-quarter mile of a Williamson Act Contract to avoid indirect impacts.

As part of the future planning effort for South Morro Hills, the City shall develop Standard Conditions of Approval (SCOAs) applicable to residential development within the Agricultural District to minimize adverse impacts related to farmland conversions and provide standard and objective requirements. The following draft SCOAs would implement the GPU VSR policy framework for South Morro Hills and should be refined and expanded as needed. Additional SCOAs may be identified through the future planning process for South Morro Hills.

Limited Building Zone

The following draft standard condition for a limited building zone would be evaluated and finalized to apply to future development within the Agricultural District that is adjacent to active agricultural operations.

> Prior to the issuance of grading permits, a minimum 50-foot-wide Limited Building Zone easement shall be granted to the City of Oceanside for the protection of off-site agricultural resources.
>
> The easement shall prohibit the construction or placement of any residence, garage, accessory structure, or recreational amenities such as tennis courts or swimming pools, designed or intended for occupancy by humans or animals, or other such uses that may create agricultural interface conflicts.
>
> Alternative protective measures can be implemented to allow a reduced buffer, with prior approval of the City, provided the protective measures would provide equal or greater protection to the adjacent agricultural resources or activities.
>
> The Limited Building Zone shall permit the construction or placement of only the following:
>
> 1. Fences, and similar structures, no higher than six feet or as regulated by the City's Zoning Ordinance.
> 2. Sheds and detached garages, less than 250 square feet in total floor area.
> 3. Landscaping and agricultural uses, including greenhouses and other enclosed structures that provide for cultivation and processing of agricultural goods.
> 4. On-site fire clearing.

Agricultural Conservation Easement

The following draft standard condition for a conservation easement would apply to development within the Agricultural District on parcels 40 acres in size or greater that propose a clustered development project pursuant to VSR Policy 5-77.

> Prior to issuance of a grading permit, the City shall require recordation of an Agricultural Conservation Easement, to be granted to the City for the protection of on-site agricultural resources in perpetuity. The purpose of the easement is to ensure the protection of agricultural resources to ensure that the land remains available for potential agricultural use. The easement shall prohibit construction of any structures or development that would result in the conversion of agricultural land. Sheds and structures accessory to the on-site agricultural use are permitted.

4.3.4.5 Significance after Mitigation

With implementation of mitigation measure AG-1, impacts related to conversion of agricultural land uses would be reduced to the extent feasible. However, at this program level of review it cannot be concluded with certainty that significant impacts to agricultural resources would be fully mitigated. Therefore, impacts would be considered significant and unavoidable. The City has explored a number of feasible mitigation options to reduce impacts to agricultural lands resulting from build out of the GPU and SSCSP Planning Area. Future development of the South Morro Hills Community Plan policy framework and development standards for the Agricultural District detailed in Section 4.3.4.4 would reduce potential adverse impacts to agriculture associated with future buildout of the GPU and SSCSP to the extent feasible.

Regarding interim agricultural uses outside of Agricultural District lands, the City does not support retention of agriculture in these areas and considers agricultural use an interim use. Requiring mitigation for conversion of interim agricultural uses would not be consistent with the City's overarching policy goals to support housing within appropriate locations, specifically within the SSCSP Planning Area. Therefore, mitigation for conversion of agricultural land outside of the City's Agricultural District is considered infeasible. Impacts would remain significant and unavoidable.

4.3.5 Conflicts with Agricultural Zoning or Williamson Act Contracts

4.3.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to agricultural zoning or Williamson Act Contracts are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Conflict with existing zoning for agricultural use, or a Williamson Act contract?

4.3.5.2 Impact Analysis

The City Zoning Ordinance provides permitted land use and development standards for each land use category. The City's Agricultural District, which supports the zoning designation "A" is limited to the South Morro Hills portion of the City as depicted on Figure 4.3-2. Pursuant to the City's CZO Article 144, Section 1410 the purpose of the "A" zone is to provide suitable classification for large scale agricultural operations, support agritourism, and permit low density residential development (CZO Section 1410). While there are no Areas of Change, nor does the GPU propose any changes in land use or circulation within South Morro Hills, the City plans to pursue future updates to the A zoning standards to implement the GPU VSR Policies discussed in Section 4.3.4.2 and referenced in Section 4.3.3.1.a. The intent of future amendments to the Agricultural District zoning standards would be to facilitate development while ensuring protection of ongoing agricultural use, including providing zoning standards for clustering, requiring preservation of 75 percent of large agricultural parcels if development is pursued.

As shown in Figure 4.3-2, all Williamson Act Contracts within the City are located within South Morro Hills, except for one area adjacent to the San Luis Rey River adjacent to the Camp Pendleton border. The Williamson Act Contract near Camp Pendleton is surrounded by open space lands associated with the San Luis Rey River and no land use change is anticipated in that area. However, future development could occur within and adjacent to the land located within South Morro Hills. Within South Morro Hills, implementation of VSR Policy 5-80 would require a minimum 50-foot buffer to be included in any development adjacent agricultural properties or operations. While the project does not currently propose any changes to Agricultural District zoning, the City anticipates future changes to development standards within the Agricultural District to facilitate implementation of the GPU VSR policy framework that supports residential development. While the intent of the future development standards and South Morro Hills Community Plan would be to add further protections for agriculture while providing a pathway to compatible development, without the details of the future policy framework for South Morro Hills or the development standards for the Agricultural District, it cannot be known whether there would be a conflict with agricultural zoning. While updates to Agricultural District development standards are anticipated to be consistent with the City GPU policy framework for agricultural resource conservation in South Morro Hills, at a program level of review and without the specific standards and policies for the area, impacts related to conflicts with zoning for agricultural use and Williamson Act Contracts are considered significant.

4.3.5.3 Significance of Impacts

Proposed changes to land use designations would not have the potential to conflict with zoning for agricultural use or a Williamson Act Contract because no land use changes are proposed that would affect the Agricultural District or Williamson Act Contracts. However, future updates to the Agricultural District development standards and a future South Morro Hills Community Plan are needed to implement the GPU VSR policy guidance for South Morro Hills. While updates to Agricultural District development standards are anticipated to be consistent with the City GPU policy framework for agricultural resource conservation in South Morro Hills, at a program level of review and without the specific zoning standards and policies for South Morro Hills, impacts related to conflicts with zoning for agricultural use and Williamson Act Contracts are considered significant.

4.3.5.4 Mitigation

Implementation of mitigation measure AG-1, detailed in Section 4.3.4.4, would be implemented to ensure future development standards within the Agricultural District are compatible with the agricultural zoning and that the future South Morro Hills Community Plan includes policies addressing future development compatibility with Williamson Act Contracts.

4.3.5.5 Significance after Mitigation

With implementation of mitigation measure AG-1, impacts related to conflicts with agricultural zoning and Williamson Act Contracts would be less than significant.

4.3.6 Conflicts with Forest Land or Timberland Zoning/ Results in Loss of Forest Land

4.3.6.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to forest land or timberland are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

- Result in the loss of forest land or conversion of forest land to non-forest use?

4.3.6.2 Impact Analysis

The City does not identify any zoning classifications for forest land, timberland, or timberland production zones. Additionally, the City does not possess any designated forest land.

4.3.6.3 Significance of Impacts

The City does not support forest land or timberland related zoning or contain any designated forest land. Impacts would be less than significant.

4.3.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.3.7 Other Possible Conversion of Farmland or Forest Land

4.3.7.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to conversion of Farmland or Forest Land are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, 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?

4.3.7.2 Impact Analysis

The City does not have any forest land, therefore, no impact to forest land would occur.

Buildout of the GPU and SSCSP, specifically future implementation of the GPU VSR policy framework for South Morro Hills, would ultimately result in changes to the existing environment that could promote farmland conversion. Indirect impacts to farmland can occur as non-agricultural land uses are introduced into an agricultural area. Indirect impacts can result from incompatible development near agricultural uses that result in conversion of agriculture due to farm practice complaints; pesticide use limitations; liability concerns; economic instability caused by urbanization and changing land values; trespassing, theft, and vandalism; damage to equipment, crops, and livestock; crop and irrigation spraying limitations due to urban use encroachment, introduction of urban use pollutants entering farm water sources; competition for water; development affecting recharge of groundwater; soil erosion and storm water runoff emanating from urban use; shading of crops from inappropriate buffering; importation of pests and weeds from urban areas or introduced pest populations from unmaintained landscaping; increased traffic; effects of nighttime lighting on growth patterns of greenhouse crops; and interruption of cold air drainage (County of San Diego 2015).

Indirect effects can also result from growth inducement and the associated extension of infrastructure that can change rural character and increase the likelihood of agriculture urban interface conflicts (County of San Diego 2015).

While the GPU does not propose any land use changes within South Morro Hills, the GPU VSR policy framework outlines the land use framework for development that would be implemented through a future South Morro Hills Community Plan and updated development standards for the Agriculture District. As these updated plans and policies are implemented, and in the event infrastructure expansion into South Morro Hills occurs to allow increased development capacity, agricultural land uses could be subject to significant indirect impacts to agriculture.

4.3.7.3 Significance of Impacts

At a program level of review, and without the final South Morro Hills Community Plan policies and Agricultural District development standards available, impacts are considered significant.

4.3.7.4 Mitigation

Implementation of mitigation measure AG-1, detailed in Section 4.3.4.4, would be implemented to ensure future development standards within the Agricultural District and policies within the South Morro Hills Community Plan address potential indirect impact to agriculture. With implementation of mitigation measure AG-1 indirect impacts associated with future development in the Agricultural District would be minimized to the extent feasible.

4.3.7.5 Significance after Mitigation

With implementation of mitigation measure AG-1, indirect impacts to agriculture resulting from agricultural interface conflicts and land use change would be reduced to the extent feasible. However, at a program level of review, and without the final South Morro Hills Community Plan policies and Agricultural District development standards available, impacts would remain significant and unavoidable.

4.3.8 Cumulative Analysis

The cumulative study area for agricultural resources is the City, specifically within the City's Agricultural District. As discussed in Section 4.3.4, buildout of the GPU would result in the conversion of agricultural land uses and impact agricultural resources. Impacts associated with buildout is inherently a cumulative analysis. Therefore, future land use changes consistent with the GPU would contribute to a cumulatively significant impact. Prior to any development proceeding under the VSR policy framework for development within the Agricultural District, mitigation measure AG-1 requires preparation of a South Morro Hills Community Plan, along with updated development standards applicable to Agricultural District lands, and SCOA identifying development standards, limited building zones, conservation easements, and other design measures intended to avoid adverse impacts to agricultural resources. Implementation of AG-1 would reduce potentially significant cumulative impacts associated loss of agricultural land within the Agricultural District to less than significant. However, impacts to interim agricultural uses outside of the Agricultural District would be cumulatively significant; mitigation for conversion of agricultural land outside of the City's Agricultural District is considered infeasible. Impacts would remain cumulatively significant and unavoidable.

4.4 Air Quality

This section addresses potential project impacts related to air quality that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either, (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. However, changes to the City's General Plan Efficient and Compatible Land Use Element (ECLU) would result in greater density and/or intensity of uses. These areas, shown in Figure 3-2, are referred to as the "Areas of Change".

4.4.1 Existing Conditions

The state of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The project site is located within the San Diego Air Basin (SDAB).

4.4.1.1 Climate

The project area, like the rest of San Diego County, has a Mediterranean climate characterized by warm, dry summers and mild winters. Long-term measurements at the Oceanside Marina indicate that winter low temperatures in the City average about 45 degrees Fahrenheit, and summer high temperatures average about 71 degrees Fahrenheit. The average annual precipitation is 10.5 inches, falling primarily from December to March (Western Regional Climate Center 2024).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the SDAB. Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater the change between the morning and afternoon mixing depths, the greater the ability of the atmosphere to disperse pollutants.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada-Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Anas tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions, or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the SDAB.

4.4.1.2 Existing Air Quality

a. Ambient Air Quality Monitoring

The state of California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. The City is located within the northwestern portion of the SDAB, which encompasses all of San Diego County. The western portion of the SDAB generally includes coastal plains which are surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) or federal standards set by the U.S. EPA. The local air district, San Diego Air Pollution Control District (SDAPCD), is responsible for monitoring air quality and developing plans to reduce air pollution in the SDAB. The SDAPCD actively monitors air pollutant concentrations and meteorological information at nine monitoring stations throughout the SDAB. Measurements are then used by scientists to help forecast daily air pollution levels.

The nearest monitoring station is the Marine Corps Base Camp Pendleton (Camp Pendleton) monitoring station, which is located 0.3 mile north of the Oceanside Marina along B Street between 5th Street and C Street. The Camp Pendleton monitoring station measures ozone, NO_2, and $PM_{2.5}$. The Camp Pendleton monitoring station does not measure PM_{10} and has incomplete measurement data for $PM_{2.5}$. The closest monitoring station that has complete PM_{10} and $PM_{2.5}$ measurement data is the San Diego Kearny Villa Road monitoring station located approximately 23 miles south of the City at 6125A Kearny Villa Road. Table 4.4-1 provides a summary of measurements for the years 2018 through 2022.

Table 4.4-1 Ambient Air Quality Measurements					
Pollutant/Standard	2018	2019	2020	2021	2022
Camp Pendleton Monitoring Station					
Ozone					
Federal Max 8-hr (ppm)	0.068	0.064	0.074	0.059	0.067
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	0	0	3	0	0
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0
State Max 8-hr (ppm)	0.069	0.065	0.074	0.059	0.067
Days State 8-hour Standard Exceeded (0.07 ppm)	0	0	3	0	0
Max. 1-hr (ppm)	0.084	0.075	0.094	0.074	0.076
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	0
Nitrogen Dioxide					
Max 1-hr (ppm)	0.048	0.053	0.058	0.059	0.0504
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0	0	0
Annual Average (ppm)	**	0.005	0.006	--	0.005
$PM_{2.5}$*					
Federal Max. Daily ($\mu g/m^3$)	--	--	--	--	18.0
Measured Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	--	--	--	--	--
Calculated Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	--	--	--	--	--
Federal Annual Average ($\mu g/m^3$)	--	--	--	--	--
State Max. Daily ($\mu g/m^3$)	30.5	13.8	61.1	20.7	17.7
State Annual Average ($\mu g/m^3$)	--	--	9.5	--	--
San Diego Kearny Villa Road Monitoring Station					
PM_{10}*					
Federal Max. Daily ($\mu g/m^3$)	38.0	--	--	--	--
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	--	--
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0.0	--	--	--	--
Federal Annual Average ($\mu g/m^3$)	--	--	--	--	--
State Max. Daily ($\mu g/m^3$)	38.0	--	--	--	--
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0	0	0	--	--
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0.0	--	--	--	--
State Annual Average ($\mu g/m^3$)	18.4	--	--	--	--
$PM_{2.5}$*					
Federal Max. Daily ($\mu g/m^3$)	32.2	16.2	47.5	20.9	13.9
Measured Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0	0	2	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0.0	0.0	5.8	0.0	0.0
Federal Annual Average ($\mu g/m^3$)	8.3	7.0	8.7	7.6	6.8
State Max. Daily ($\mu g/m^3$)	32.2	15.0	--	--	--
State Annual Average ($\mu g/m^3$)	8.3	--	--	--	--

SOURCE: CARB 2023.

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; -- = Not available.

* Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

b. Local Air Pollution Sources

Regulated Stationary Air Pollution Sources

Air pollutant emissions originate from a wide variety of stationary sources such as factories, power plants, gasoline stations, and other businesses and industrial operations. The local air district, SDAPCD, is responsible for monitoring air quality and developing plans to reduce air pollution in the SDAB. The SDAPCD New Source Review Rules require permitting for new stationary sources with potential to generate criteria pollutant emissions that exceed de minimis levels. As listed in the most recent SDAPCD 2021 Emissions Inventory (SDAPCD 2023), stationary sources in the City of Oceanside include:

- TE Connectivity Ltd. at 3390 Alex Road, Oceanside, CA 92058
- Former Mission Landfill at 2080 Mission Avenue, Oceanside, CA 92058
- Former Maxson Landfill at 215 Barnes Street, Oceanside, CA 92054
- Tri City Medical Center at 4002 Vista Way, Oceanside, CA 92056
- Oceanside Marine Centre Inc. at 1550 Harbor Drive North, Oceanside, CA 92054
- City of Oceanside Public Works at 4927 Oceanside Boulevard, Oceanside, CA 92054
- Boral Roofing at 3093A Industry Street, Oceanside, CA 92054
- Global Glassing Inc. at 3205 Production Avenue Suite J-K, Oceanside, CA 92058

Mobile Source Air Pollution

As discussed in Section 4.4.2.2(b), CARB has identified diesel-exhaust particulate matter (DPM) as a carcinogenic toxic air contaminant (TAC). Vehicle traffic is responsible for the majority of DPM emissions in California as well as several other carcinogens, CARB recommends caution when siting sensitive land uses near heavily traveled roadways. Specific recommendations from CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* include maintaining a 500-foot buffer zone between sensitive receptors and freeways, urban road with 100,000 or more vehicles per day or rural road with 50,000 vehicles per day whenever possible (CARB 2005). As listed in the City's existing General Plan Circulation Element (City of Oceanside 2012), roadway segments with capacity of 50,000 vehicles per day or greater in the City of Oceanside include:

- Interstate 5 throughout City limits
- State Route 78 throughout City limits
- State Route 76 from Interstate 5 to Melrose Drive
- El Camino Real from Oceanside Boulevard to State Route 78
- Melrose Drive from Sunset Drive to southern City limits
- Oceanside Boulevard from El Camino Real to College Boulevard
- College Boulevard from North River Road to State Route 76
- College Boulevard from Waring Road to Lake Boulevard

4.4.2 Regulatory Setting

4.4.2.1 Federal

Ambient Air Quality Standards (AAQS) represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. Environmental Protection Agency (U.S. EPA) developed primary and secondary National Ambient Air Quality Standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone, carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and respirable particulate matter (PM_{10} and $PM_{2.5}$). The primary NAAQS ". . . in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health . . . " and the secondary standards ". . . protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 4.4-2 (CARB 2016).

An air basin is designated as either attainment or non-attainment for a particular pollutant. Once a non-attainment area has achieved the AAQS for a particular pollutant, it is re-designated as an attainment area for that pollutant. To be redesignated, the area must meet air quality standards for three consecutive years. After re-designation to attainment, the area is known as a maintenance area and must develop a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. The SDAB is a non-attainment area for the federal ozone standard.

Table 4.4-2
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m^3)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead[12,13]	30-Day Average	1.5 µg/m^3	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation & Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

See footnotes on next page.

Table 4.4-1
Ambient Air Quality Standards

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standards of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of ppb. California standards are in units of ppm. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The Air Resources Board has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016.

4.4.2.2 State

a. Criteria Pollutants

The CARB has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants than the NAAQS (see Table 1). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 4.3-1).

Similar to the federal CAA, the state classifies as either "attainment" or "non-attainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state ozone standards, the state PM_{10} standard, and the state $PM_{2.5}$ standard.

b. Toxic Air Contaminants

The public's exposure to TACs is a significant public health issue in California. DPM emissions have been established as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air.

The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the SDAPCD's Regulation XII. Of particular concern statewide are DPM emissions. DPM was established as a TAC in 1998, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of DPM as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020. To monitor the effectiveness of these efforts, CARB has supported field campaigns that measure real-world emissions from heavy-duty vehicles, and results indicate that regulations aimed at reducing emissions of DPM have been successful.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible.

As an ongoing process, CARB will continue to establish new programs and regulations for the control of diesel particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM will continue to decline.

c. State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as air quality management plans, monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SIP plans for San Diego County specifically include the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County (2012), the 2004 Revision to the California State Implementation Plan for Carbon Monoxide – Updated Maintenance Plan for Ten Federal Planning Areas, and the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County.

d. The California Environmental Quality Act

Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines requires discussion of any inconsistencies between the project and applicable general plans and regional plans, including the applicable air quality attainment or maintenance plan (or SIP).

4.4.2.3 Local

San Diego Air Pollution Control District

The SDAPCD is the agency that regulates air quality in the SDAB. The SDAPCD prepared the Regional Air Quality Standards (RAQS) in response to the requirements set forth in the California CAA AB 2595 (SDAPCD 1992) and the federal CAA. Motor vehicles are San Diego County's leading source of air pollution. In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the SDAPCD.

The SDAPCD is responsible for preparing and implementing the RAQS. As part of the RAQS, the SDAPCD developed Transportation Control Measures (TCMs) for the air quality plan prepared by the San Diego Association of Governments (SANDAG) in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The RAQS and corresponding TCM are updated periodically. The most recent 2022 RAQS was adopted in 2023.

4.4.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.4.3.1 Policy Framework

The following policies are examples of the policy framework intended to address potential impacts related to air quality throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Vital and Sustainable Resources Element (VSR)

The VSR provides policy direction focusing on measures to reduce exposure to stationary and mobile sources of air pollution including creating walkable and complete communities, encouraging walking and biking, incentivizing electric vehicles, and reducing overall reliance on individual motor vehicles. Overall, implementation of the VSR policies would improve local air quality through transportation and land use changes.

- Goal 5-K: The City will meet the federal eight-hour 75 parts per billion (ppb) by 2026 and 70 ppb ozone standards by 2032 and ensure that air quality considerations are taken into account when making land use and transportation planning decisions.
- Goal 5-L: The City will prioritize air quality equity for low-income and historically disadvantaged communities, including for emissions impacts from roadways, industrial uses, construction activities, and smoke events.

Clean Air

- Policy 5-55: Advocate for additional monitoring stations, particularly in proximity to major roadways and near industrial areas.
- Policy 5-56: Support the transition to emissions-free vehicles through deployment of vehicle charging facilities and the creation of priority parking spaces.
- Policy 5-57: Convert the City fleet to zero emissions vehicles where financially feasible, including fire department, police department, service, street cleaning vehicles and provide associated infrastructure for such vehicles.
- Policy 5-58: Encourage City contractors to transition to all-electric vehicles.
- Policy 5-59: Provide, whenever possible, incentives for reducing vehicular miles traveled, including support for carpools through dedicated lanes and meeting places, streamlined permitting for home-based businesses, and support for flex time, shortened work weeks, and telecommuting.
- Policy 5-60: Consider proximity to the nearest sensitive receptors when reviewing potential siting of new land uses that may emit TAC emissions or odors. Require proposals for sensitive land uses (e.g. residences, schools, daycare centers, playgrounds, and medical facilities) located within 500 feet of a I-5 or SR 76 or SR 78 (measured from the edge of the roadway) to incorporate site planning features (such as orienting bedroom windows away from the roadway and planting vegetation/trees) and building design features (e.g., HEPA filter systems) to minimize the potential impacts of air pollution on sensitive receptors.
- Policy 5-61: Where sensitive land uses are proposed within 500 feet of a business required to provide warnings about significant chemical exposures per Proposition 65, require that a health risk assessment (HRA) be conducted and that any potential health impacts be mitigated to a less than significant level.
- Policy 5-62: Designate smoke free areas, especially around sensitive uses such as schools, daycare centers, playgrounds, and medical facilities.

- Policy 5-63: Require permit point source emitters, as shown in Figure 5-7, to create air quality buffers to minimize negative effects of poor air quality. Require and enforce mitigations to reduce stationary source emitter pollution.
- Policy 5-64: Through standard conditions of approval, require construction projects to implement measures to minimize air pollution. These measures could include, as applicable:
  - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
  - All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
  - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
  - All vehicle speeds on unpaved roads shall be limited to 15 mph;
  - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
  - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points;
  - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and
  - A publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- Policy 5-65: Minimize construction-related exhaust emissions by requiring as a condition of project approval that all off-road equipment greater than 50 horsepower (hp) operate on an EPA-approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project construction site; the construction contractor must identify these pieces of equipment, document their unavailability from at least two construction equipment rental firms, and ensure that they operate on no less than an EPA approved Tier 3 engine.
- Policy 5-66: Require that new development reduce construction-related fugitive ROG emissions by using low-VOC coatings with a VOC content of 10 grams/liter (g/L) or less.
- Policy 5-67: Consider a program to manage truck routes using online route maps, increased enforcement, and other tools to route truck traffic away from sensitive uses.
- Policy 5-68: Work with the farming community to minimize air pollutants from agricultural operations, including pesticide drifts and dust generation.
- Policy 5-69: Consider expanding the urban tree canopy by providing incentives such as free trees and water rebates to residents and business owners who plant and care for street trees.

- Policy 5-70: Seek funding to start an air filter distribution program for low-income residents near highways, industrial polluters, and during smoke events.
- Policy 5-71: Identify ways to reduce fugitive dust and other emissions from Camp Pendleton operations.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU addresses planning issues including land use compatibility between potentially conflicting uses such as those relating to air quality.

- Goal 3-D: The City will seek to decrease reliance on the private automobile through compact development patterns, mixed-use development, and transit-oriented environments.
- Goal 3-Q: Efficient land use in mixed-use districts will catalyze transit service, active transportation facilities, and other mobility options.

Use Compatibility

- Policy 3-19: Develop zoning standards that ensure compatibility where intensive or potentially noise and air quality impacting uses are proposed near areas with existing or proposed residential uses.
- Policy 3-20: Require that high-impact land uses operate within enclosed buildings capable of containing emissions, and limit noise, glare, and odor to within the site perimeter and screen equipment, goods, and activities from public view.

c. GPU Integrated Mobility Element (IM)

The GPU IM promotes mixed use land uses, placement of development in proximity of transit, and encourage developers to include active transportation and alternatives transportation incentives.

- Goal 4-G: Through coordinated land use and transportation planning, enhanced transportation management systems, and expanded pedestrian and bicycle infrastructure, the City will facilitate a decrease in vehicle miles traveled (VMT) and associated greenhouse gas emissions.
- Policy 4-9: Prioritize pedestrian and bicycle connections to transit services, schools, and recreational facilities when seeking grant funding for active transportation projects.
- Policy 4-11: Ensure new developments provide pedestrians and bicyclists with seamless connections between private property and the public right-of-way.
- Policy 4-27: Promote land use patterns and urban design that support active transportation (e.g. mixed-use developments, strong street grids, and short blocks).
- Policy 4-75: Integrate transit stations and bus stops with adjacent land uses through connected pedestrian and bicycle infrastructure, wayfinding signage, and supporting amenities, when feasible.

- Policy 4-85: Promote TDM strategies to reduce single-occupant vehicle trips during peak periods (e.g., telecommuting, flexible work schedules, incentives for employees who commute via walking, bicycling, or transit; parking management, and rideshare incentives).
- Policy 4-86: Support and promote SANDAG's regional iCommute program to reduce single-occupant vehicle trips by increasing public awareness of available alternative travel options (e.g., transit services and route planning programs, carpooling options, active transportation options).

d. SSCSP Land Use

The SSCSP Land Use chapter provides the implementation mechanisms for the development of mixed-use corridors supporting a broad mix of uses that integrate residential and compatible retail, services, and office uses. One goal of the SSCSP is to create walkable communities that reduce reliance on individual motor vehicles, ultimately reducing air pollution.

Mixed Use

- Policy LU-1: Mix of Uses. Ensure that new development contributes to a vibrant and walkable mixed-use environment that supports the following:
    - Both small, locally-oriented shops and large anchor stores;
    - Residential and office uses;
    - Parking accommodated in an efficient manner and removed from primary street frontages (e.g. parking structures, below grade/above roof parking, district parking lots distributed through the area);
    - A wide range of pedestrian amenities;
    - Plazas, paseos, linear parks, and other public realm improvements that support gathering and interaction;
    - Both rental and for-sale housing opportunities for all community members.

4.4.4 Consistency with Air Quality Plans

4.4.4.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to consistency with air quality plans are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Conflict with or obstruct the implementation of the applicable air quality plan?

4.4.4.2 Impact Analysis

Project consistency is based on whether the project would conflict with or obstruct implementation of the RAQS and/or applicable portions of the SIP, which would lead to increases in the frequency or severity of existing air quality violations. The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated a

nonattainment area for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are ROG and NO_X, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and new development create challenges in controlling emissions, and, by extension, maintaining and improving air quality. The RAQS was most recently updated in 2022.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by the SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's and/or the General Plan would not conflict with the RAQS. If a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The proposed GPU would result in increased density and intensity of land uses throughout the City, allowing for significantly expanded residential capacity and employment opportunities. The GPU is expected to result in approximately 17,558 new housing units and 28,400 new jobs. Overall, buildout under the project would result in a total citywide population of 224,235 persons, which is an addition of 46,900 residents compared to the City's current population. The GPU would result in land use changes that support implementation of Housing Element programs focused on the City's RHNA obligation of 5,443 dwelling units. The RHNA obligation is determined through coordination with each region's council of governments, which for the City is SANDAG. The RHNA is therefore consistent with SANDAG's growth projections for the region. However, because the GPU would expand the residential and employment capacity throughout the City beyond what is currently planned, the GPU would result in an increase in emissions that could conflict with implementation of the RAQS (see also Section 4.14). The GPU and SSCSP contain numerous goals and policies aimed at reducing operational emissions throughout the City and specifically within the SSCSP Planning Area. Future development would be encouraged to support emission free vehicles through priority parking (VSR 5-56) and encourage City contractors to transition to all-electric vehicles (VSR Policy 5-58). Additionally, goals and policies contained within the ECLU and IM promote efficient land use by locating new growth in transit-served areas ECLU Goal 3-Q and IM Policies 4-9 and 4-11; decrease reliance on the private automobile through compact development patterns, mixed-use development, and transit-oriented environments (ECLU Goal 3-D); and implement TDM measures (IM Policy 4-985).

Implementation of GPU goals and policies would minimize emissions related to increased population growth. However, because the GPU and SSCSP would result in an increase in growth above that forecasted in the existing RAQS, the GPU and SSCSP would be inconsistent with the RAQS.

4.4.4.3 Significance of Impacts

Buildout of the GPU and SSCSP would result in an increase in development and an associated increase in emissions when compared to buildout of the City's adopted zoning and land use

designations. Therefore, buildout of the GPU and SSCSP would exceed the assumptions used to develop the RAQS. Even with implementation of applicable GPU and SSCSP goals and policies, this impact would be significant.

4.4.4.4 Mitigation

The project would be inconsistent with the RAQS because buildout under the GPU and SSCSP would exceed the population estimates assumed for the RAQS and would cumulatively contribute to the nonattainment designations of the SDAB. Future discretionary development would be reviewed for conformance with the VSR goals and policies to reduce operational emissions within the City. Incorporation of GPU goals and policies as well as mitigation measure AQ-1 discussed in Section 4.4.5 into future development projects for the operation phase would contribute to reduced criteria air pollutant emissions associated with buildout of the project. Goals and policies included in the GPU would facilitate continued City cooperation with the SDAPCD and SANDAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of TDM strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the RAQS. The population and employment assumptions of the RAQS would continue to be exceeded until the RAQS is revised and incorporates the projections of the GPU. Therefore, impacts would remain significant and unavoidable.

4.4.4.5 Significance of Impacts after Mitigation

Impacts would remain significant and unavoidable.

4.4.5 Air Quality Standards

4.4.5.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to air quality standards are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The SDAPCD does not provide quantitative thresholds for determining the significance of construction or mobile source-related impacts. However, the SDAPCD does specify Air Quality Impact Analysis trigger levels for new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). These trigger level thresholds align with attainment of the NAAQS and be protective of public health. Thus, air quality emissions below these levels would meet the NAAQS. The NAAQS were developed to protect public health, specifically the health of "sensitive" populations, including asthmatics, children, and the elderly. The air quality impact screening levels used in this analysis are shown in Table 4.4-3.

Table 4.4-3 Air Quality Impact Screening Levels			
Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
VOC, ROG[1]	--	250	--
$PM_{2.5}$	--	67	10
NO_X = oxides of nitrogen; SO_X = oxides of sulfur; CO = carbon monoxide; PM_{10} = particulate matter less than 10 microns; VOC = volatile organic compounds; ROG = reactive organic gases; PM2.5 = particulate matter less than 2.5 microns SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3. [1]ROG threshold based on federal General Conformity *de minimis* levels for ozone precursors.			

4.4.5.2 Impact Analysis

The region is classified as an attainment area for all criterion pollutants except ozone, PM_{10}, and $PM_{2.5}$. The SDAB is a non-attainment area for the 8-hour federal and state ozone standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone. $PM_{2.5}$ includes fine particles that are found in smoke and haze and are emitted from all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. PM_{10} includes both fine and coarse dust particles, and sources include crushing or grinding operations and dust from paved or unpaved roads.

Air quality impacts can result from the construction and operation of a project which results in emissions above air quality standards. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development, or local effects stemming from sensitive receivers being placed close to roadways or stationary sources.

a. Construction

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include the following:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Air pollutants generated by future development within the City would vary depending upon the number of projects occurring simultaneously and the size of each individual project. The exact

number and timing of all development projects that could occur under project buildout are unknown. As such, construction-related emissions cannot be accurately determined at the program level of analysis. However, typical construction emissions associated with a typical project that could be developed were calculated to illustrate the potential construction-related air quality impacts that could occur. Most development potential is concentrated along the City's main corridors. The hypothetical project analyzed is a five-acre mixed-use development consisting of the demolition of a 20,000-square-foot structure and the construction of 450 multi-family residential units (which is the maximum density of 90 du/acre in Urban High Density Residential and Centers Mixed Use designations identified in Table 3-2) and 20,000 square feet of retail uses. Potential construction emissions were calculated using the CalEEMod Version 2022.1 (CAPCOA 2022). As the project does not specifically identify any specific development project, CalEEMod default estimates were used to develop the construction scenario. CalEEMod output is provided in Appendix B. The results are summarized in Table 4.4-4.

Table 4.4-4
Construction Emissions – 5-acre Mixed-use Project

Construction Phase	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition	2	23	21	<1	2	1
Site Preparation	3	32	31	<1	9	5
Grading	2	16	19	<1	4	2
Building Construction/ Architectural Coatings	64	14	31	<1	4	1
Paving	1	6	10	<1	<1	<1
Maximum Daily Emissions	**64**	**32**	**31**	**<1**	**9**	**5**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*

As shown, construction emissions associated with a hypothetical construction project are projected to be less than the applicable thresholds for all criteria pollutants. As the individual project thresholds are designed to help achieve attainment with cumulative basin-wide standards, they are also appropriate for assessing the project's contribution to cumulative impacts. Therefore, projects implemented under the GPU would not generate emissions in quantities that would result in an exceedance of the NAAQS or CAAQS for ozone, PM_{10}, or $PM_{2.5}$, and direct and cumulative impacts would be less than significant.

The modeled project is illustrative only. Approval of the project would not specifically permit the construction of an individual project, and no specific development details are available at this program level of analysis. The thresholds presented above would be applied to future development within the City on a project-by-project basis and are not used for assessment of regional planning impacts. The information is presented to illustrate the potential scope of air impacts for a site-specific project that could be developed in the future. Additionally, the regulations at the federal, state, and local level provide a framework for developing project level air quality protection measures for future projects.

All projects would be required to adhere to all existing regulations during construction to protect air quality including SDAPCD rules and regulations, and existing state regulations which include, but are not limited to the following:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the CCR), which requires that construction contractors shall minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes; and
- SDAPCD Rule 50 (Visible Emissions) prohibits the discharge of any air contaminant other than uncombined water vapor for a period aggregating more than 3 minutes in any 60-minute period that is of a certain opacity specified in the rule. This regulation addresses diesel emissions associated with diesel pile driving, asphalt paving, among other activities that can result in visible emissions.
- SDAPCD Rule 51 (Nuisance) prohibits discharge of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to a considerable number of persons or which endanger the comfort, repose, health or safety of such persons or cause injury or damage to business or property.
- SDAPCD Rule 52 (Particulate Matter) prohibits discharge of particulate matter in excess of 0.10 grain per dry standard cubic foot (0.23 grams per dry standard cubic meter) of gas.
- SDAPCD Rule 54 (Dust and Fumes) prohibits discharge of specified quantities of pollutants into the atmosphere within any one hour, including lead and lead compounds, as specified in the regulation.
- SDAPCD Rule 55 (Fugitive Dust Control) prohibits airborne dust beyond the property line for a period aggregating more than 3 minutes in any 60-minute period. This is typically achieved by watering during grading activities, installing erosion control measures and track-out grates or gravel beds and egress points to preventing dirt "track out" onto streets, using soil stabilizers, mulching, or seeding, in addition to other measures.
- SDAPCD Rule 67.0.1 (Architectural Coatings) establishes volatile organic compounds (VOC) limits on architectural coatings that are produced, sold, or applied within San Diego County.

Additionally, the GPU contains policies that would reduce emissions associated with construction activities. Specifically, VSR Policy 5-65 requires the use of Tier 4 construction equipment when feasible, and VSR Policy 5-66 requires the use of low VOC coatings. Additionally, VSR 5-58 would require projects to implement emission reduction measures as part of Standard Conditions of Approval (SCOA),

SCOA-AQ-1: Construction Exhaust Emissions

All development would be required to include the following measure as part of final construction plans to minimize construction-related exhaust emissions:

- All off-road equipment greater than 50 horsepower (hp) shall operate on an EPA-approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project construction site; the

construction contractor must identify these pieces of equipment, document their unavailability from at least two construction equipment rental firms, and ensure that they operate on no less than an EPA approved Tier 3 engine.

Through implementation of SDAPCD rules and regulations, existing state regulations, GPU policies, and SCOA-AQ-1 construction emissions associated with development consistent with the GPU would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment.

b. Operation

Pollutant emissions from buildout of the GPU would far exceed project level SCAQMD Significance Thresholds (see Table 4.4-3). However, project level standards are not appropriate for a program level analysis, as the thresholds are conservative and intended to ensure many individual projects would not obstruct the timely attainment of the national and state ambient air quality standards. Generally, discretionary, program level planning activities, such as general plans, community plans, specific plans, etc., are evaluated for consistency with the local air quality plan. In contrast, project level thresholds are applied to individual project-specific approvals, such as a proposed development project. Therefore, the analysis of the project is based on the future emissions estimates and related to attainment strategies derived from the adopted land use plan. At the program level, the analysis compares emissions generated by project buildout to emissions generated under buildout of the existing General Plan land use and zoning designations to determine if the emissions would exceed the emissions estimates included in the RAQS, and to determine whether it would obstruct attainment, or result in an exceedance of RAQS. As such, this analysis evaluates the potential for future development within the City to result in a cumulatively considerable net increase in emissions based on the change in pollutant emissions that would result from buildout of the existing General Plan in the year 2050 compared to buildout of the GPU in the year 2050.

Operation emissions are long term and include mobile, energy, and area sources. Sources of operational emissions associated with future development under the project include the following:

- Vehicle traffic;
- Natural gas consumption; and
- Area sources including architectural coatings, consumer products, and landscaping equipment.

Vehicle traffic is the main source of emissions in the City. Regional mobile-source emissions were estimated using CalEEMod (CAPCOA 2022) which is based on CARB's Emission Factor model (EMFAC2021; CARB 2021) and the Traffic Impact Assessment (TIA) and Traffic Operations Analysis (TOA) prepared for the project by CR Associates (see Appendix D). The City generates 3,183,465 VMT in the baseline year 2016 condition. Buildout of the adopted General Plan would generate 3,350,728 VMT citywide, and the GPU would generate 3,865,552 VMT citywide. This increase is due to the increase in development potential associated with the GPU. Emissions due to mobile sources were calculated using CalEEMod Version 2022.1 using year 2016 emission factors for the baseline condition and year 2050 emission factors for the buildout conditions.

An area source associated with development includes architectural coatings, consumer products, and landscape equipment. Energy emissions include natural gas used in space and water heating.

Other area sources of emissions associated with development include Emissions due to these area sources were calculated using CalEEMod. All model defaults associated with these area sources were used.

Summer and winter operational emissions are summarized in Table 4.4-5a and 4.4-5b, respectively. CalEEMod output is provided in Appendix D.

Table 4.4-5a
Total Operational Emissions (Summer)

Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
EXISTING BASELINE (2016)						
Mobile	761	2354	17,842	30	2,290	610
Area	4,796	57	5,125	<1	6	5
Energy	31	539	307	3	43	43
TOTAL	**5,588**	**2,950**	**23,274**	**34**	**2,339**	**657**
ADOPTED GENERAL PLAN (2050)						
Mobile	214	318	5,798	21	2,371	606
Area	4,140	52	5,843	<1	5	4
Energy	36	637	386	4	50	50
TOTAL	**4,390**	**1,007**	**12,027**	**25**	**2,426**	**660**
GPU (2050)						
Mobile	247	366	6,689	24	2,734	699
Area	4,667	60	6,704	<1	6	4
Energy	41	711	429	4	56	56
TOTAL	**4,955**	**1,138**	**13,822**	**29**	**2,796**	**759**
GPU % Change Over Baseline	*-11.3%*	*-61.4%*	*-40.6%*	*-15.2%*	*+19.5%*	*+15.6%*
GPU % Change Over Adopted General Plan	*+12.9%*	*+12.9%*	*+14.9%*	*+14.8%*	*+15.3%*	*+15.1%*

Table 4.4-5b Total Operational Emissions (Winter)						
Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
EXISTING BASELINE (2016)						
Mobile	778	2,584	15,470	29	2,290	610
Area	4,085	<1	<1	<1	<1	<1
Energy	31	539	307	3	43	43
TOTAL	**4,894**	**3,123**	**15,777**	**32**	**2,333**	**652**
ADOPTED GENERAL PLAN (2050)						
Mobile	207	349	4,909	20	2,371	606
Area	3,497	<1	<1	<1	<1	<1
Energy	36	637	386	4	50	50
TOTAL	**3,740**	**986**	**5,295**	**24**	**2,421**	**656**
GPU (2050)						
Mobile	239	403	5,663	23	2,735	699
Area	3,939	<1	<1	<1	<1	<1
Energy	41	711	429	4	56	56
TOTAL	**4,219**	**1,114**	**6,093**	**27**	**2,791**	**755**
GPU % Change Over Baseline	*-13.8%*	*-64.3%*	*-61.4%*	*-15.2%*	*+19.6%*	*+15.8%*
GPU % Change Over Adopted General Plan	*+12.8%*	*+12.9%*	*+15.1%*	*+14.7%*	*+15.3%*	*+15.1%*

As shown, buildout of the GPU would result in a decrease in ROG, NO_X, CO, and SO_2 emissions over the baseline conditions. This is mainly due to regulations that result in cleaner mobile sources over time. The GPU would result in an increase in emissions when compared to buildout of the adopted General Plan. This is due to the increase in VMT and the increase in development potential associated with the GPU.

The regulations at the federal, state, and local levels provide a framework for developing project level air quality protection measures for future site-specific projects that could be developed in the future. The City's process for evaluation of future development that could be implemented under the project would also include environmental review and documentation pursuant to CEQA, as well as an analysis of those site-specific projects for consistency with the goals, policies, and recommendations of the GPU. As discussed, the VSR contains goals and policies to reduce operational emissions within the City. Policies would support the transition to emissions-free vehicles. Additional goals and policies contained within the ECLU and IM promote efficient land use by locating new growth in transit-served areas; decrease reliance on the private automobile through compact development patterns, mixed-use development, and transit-oriented environments; and implement TDM measures.

Additionally, the City is updating its CAP as a part of the Onward Oceanside project. The CAP Update includes the development of GHG reduction measures that would set the City on a pathway towards alignment with statewide GHG reduction targets (see Section 4.9 Greenhouse Gas Emissions). The CAP includes GHG reduction measures and actions related to energy, transportation, solid waste, water, carbon sequestration, and the local green economy. Implementation of these reduction

measures would also serve to reduce emissions of criteria pollutants within the City, particularly those associated with mobile sources.

In general, the project would reduce air quality impacts through implementation of GPU policies and actions as well as the proposed CAP reduction measures. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Because the GPU would conflict with implementation of the RAQS, air emissions associated with the adoption of the GPU could result in a cumulatively considerable effect on regional air quality.

4.4.5.3 Significance of Impacts

a. Construction

Project level construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. All projects would be required to adhere to all existing regulations during construction to protect air quality including SDAPCD rules and regulations and existing state regulations. Future development would implement VSR policies requiring the use of Tier 4 construction equipment when feasible, and low VOC coatings. Additionally, SCOA-AQ-1 would be applied to ensure site-specific construction reduction measures are part of final construction plans. Through implementation of SDAPCD rules and regulations, existing state regulations, GPU policies, and SCOA, impacts associated with construction emissions would be less than significant.

b. Operation

The project includes planning level actions that do not propose any physical development at this time. In general, the project would reduce air quality impacts through implementation of GPU policies and actions as well as the proposed CAP reduction measures. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Because the GPU would conflict with implementation of the RAQS, air emissions associated with the adoption of the GPU could have a potentially significant impact on regional air quality.

4.4.5.4 Mitigation

a. Construction

Impacts would be less than significant. No mitigation is required.

b. Operation

AQ-1: Daily Operational Emissions

For individual projects that may exceed the daily operational emissions thresholds established by the City and the SDAPCD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in

conjunction with the City. If such analyses identify potentially significant regional or local air quality impacts, project level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to:

- Demonstrate net zero energy expenditure
- Implementation of transportation demand management measures
- Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitate by the GPU
- Expand and facilitate completion of planned networks of active transportation infrastructure
- Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 CalGreen mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CalGreen (or future more stringent) standards
- Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT

4.4.5.5 Significance of Impacts after Mitigation

a. Construction

Impacts would be less than significant. No mitigation is required.

b. Operation

The regulations at the federal, State, and local levels provide a framework for developing project level air quality protection measures for future projects. The City's process for evaluating discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the GPU. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Because operational emissions associated with development anticipated under the GPU would be greater when compared to adopted land uses and the assumptions used to develop the RAQS, and because it cannot be known whether certain projects would be able to reduce emissions below the significance thresholds, this impact would be significant and unavoidable. No additional feasible mitigation measures are available at this time. However, future projects would be required to identify project specific measures to reduce impacts to the extent feasible.

4.4.6 Sensitive Receptors

4.4.6.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to sensitive species and habitats are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Expose sensitive receptors to substantial pollutant concentrations?

4.4.6.2 Impact Analysis

Air quality regulators typically define sensitive receptors as schools (Preschool–12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Residential uses can also be considered sensitive receptors. Sensitive receptors are located throughout the City. The two primary emissions of concern regarding health effects are DPM and CO.

a. Construction DPM

Construction activities associated with mobility improvements would result in short-term DPM emissions from the use of off-road diesel equipment and on-road diesel equipment used to bring materials to and from the project site. Generation of DPM from construction projects typically occurs in a single area for a short period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level. The risks are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period. However, such assessments should be limited to the period/duration of activities associated with the project (Office of Environmental Health Hazard Assessment 2015). Although there are sensitive receptors located within and adjacent to the City, construction equipment would only be located adjacent to a particular sensitive receptor for a short period of time. Thus, the duration of proposed construction activities near any specific sensitive receptor would be minimal and would be significantly less than the 30-year exposure period used in health risk assessments.

Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be reduced over time. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements.

Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur intermittently and at various locations over the lifetime of GPU buildout, DPM generated by construction is not expected to create conditions where the probability is greater than 10 in 1 million of developing cancer for the Maximally Exposed Individual, or to generate ground level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of USEPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types; the DPM emissions of individual equipment would be substantially reduced over the years as GPU buildout continues. Therefore, the GPU would not expose sensitive receptors to toxic air emissions during construction of future development.

b. Mobile Source DPM

As discussed in Section 4.4.2.2(b), the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. Within the City, I-5 and SR-78 carry more than 100,000 vehicles per day. There are currently residential and other sensitive land uses located within 500 feet both freeways, and future sensitive land uses could be constructed within 500 feet of both freeways.

However, CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations such as transportation needs, the benefits of urban infill, community economic development priorities, and other quality-of-life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk, where necessary, CARB's position is that infill development, mixed use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. Additionally, measures can be incorporated into future site-specific project design that would reduce the level of exposure for future residents. The CAPCOA published a guidance document, *Health Risk Assessments for Proposed Land Use Projects*, which provides recommended measures that reduce concentrations of DPM (CAPCOA 2009). These include planting vegetation between the receptor and the freeway, constructing barriers between the receptor and the freeway, and installing newer electrostatic filters (Minimum Efficiency Reporting Value [MERV] 13 or greater) in adjacent receptor buildings.

Additionally, consistent with the goals of CARB's handbook, the GPU proposes goals and policies that would ensure that site-specific planning and building design of future development would minimize exposure of sensitive receptors to mobile source emissions. The GPU contains policies that would reduce health risks associated with proximity to freeways. Specifically, VSR Policy 5-60 would require sensitive land uses located within 500 feet of a I-5 or SR-76 or SR-78 to incorporate site planning features (such as orienting bedroom windows away from the roadway and planting vegetation/trees) and building design features (e.g. HEPA filter systems) to minimize the potential impacts of air pollution on sensitive receptors. These measures would be evaluated as a part of project review and documentation. Additionally, VSR Policy 5-70 would seek funding to start an air filter distribution program for low-income residents near highways, industrial polluters, and during smoke events. Implementation of the GPU policies and actions, future environmental review and documentation, and implementation of 2022 Title 24 requirements which requires the installation of MERV-13 filters would reduce health risks to sensitive receptors within 500 feet of freeways.

Therefore, the GPU would not expose sensitive receptors to substantial pollutant concentrations associated with mobile source emissions.

c. Stationary Sources

The GPU includes industrial land uses that may generate air pollutants affecting adjacent sensitive land uses. In air quality terms, individual land uses that emit air pollutants in sufficient quantities are known as stationary sources. The primary concern with stationary sources is local. However, they also contribute to air pollution in the SDAB. Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed GPU land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from the SDAPCD. These types of uses would largely be located within areas designated as industrial within the SSCSP Planning Area. Emissions of TACs would be regulated by SDAPCD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SDAPCD New Source Review Rules, as discussed in Section 4.3.1.2(b).

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. In accordance with AB 2588, if adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility would be required to submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Consistent with these requirements, the GPU contains policies that would reduce health risks associated with proximity to stationary sources of emissions. VSR Policy 5-60 would require the consideration of proximity of sensitive receptors to sources of TAC emissions. VSR Policy 5-61 requires HRAs to be prepared for sensitive land uses proposed within 500 feet of businesses that involve chemical exposures. VSR Policy 5-63 requires permit point source emitters to create air quality buffers to minimize negative effects of poor air quality and requires mitigation to reduce stationary source emitter pollution. Therefore, implementation of GPU policies would ensure that future development under the GPU would not expose sensitive receptors to TACs associated with stationary sources.

d. CO Hotspots

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. Under specific meteorological conditions, CO concentrations may reach unhealthy levels with respect to local sensitive land uses. Projects that would site sensitive receptors near potential CO hotspots or would contribute vehicle traffic to local intersections where a CO hotspot could occur would be considered as having a potentially significant impact.

The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a nonattainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. According to the California Department of Transportation's Project-Level Carbon Monoxide Protocol (CO Protocol), in maintenance areas, only projects that are likely to

worsen air quality necessitate further analysis. The CO Protocol indicates projects may worsen air quality if they worsen traffic flow, defined as increasing average delay at signalized intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project to operate at LOS E or F. Accordingly, the CO Protocol recommends detailed air quality dispersion modeling for projects that may worsen traffic flow at any signalized intersections operating at LOS E or F.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Bay Area Air Quality Management District (BAAQMD) developed a screening threshold in their 2022 CEQA Guidelines (BAAQMD 2022). If all the following screening criteria are met, operation of a project would result in a less-than significant impact related to CO (BAAQMD 2022):

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The Bay Area and San Diego have the same federal and state CO attainment designations, and therefore experience similar CO concentrations; thus, these screening volumes are appropriate for evaluating CO impacts in the SDAB. As discussed in Chapter 4.16, Transportation, the GPU would have a less than significant impact related to vehicle miles traveled. The GPU contains policies to reduce congestion, improve traffic flow, and implement complete street strategies. The GPU would be consistent with congestion management programs. Additionally, based on the TIA prepared for the GPU, build-out of the proposed land uses would not result in intersections that carry more than 44,000 vehicles per hour (see Appendix D). All intersections are projected to carry less than 10,000 vehicles per hour. Thus, based on BAAQMD screening criteria, the GPU would not result in CO hotspots.

4.4.6.3 Significance of Impacts

a. Construction DPM

Due to CARB regulations, the highly dispersive nature of DPM, and the fact that construction activities would occur intermittently and at various locations over the lifetime of GPU buildout, DPM generated by construction is not expected to result in significant health risk impacts to nearby sensitive receptors. Therefore, the GPU would not expose sensitive receptors to toxic air emissions during construction of future development within the City, and impacts would be less than significant.

b. Mobile Source DPM

Consistent with the goals of CARB's handbook, the GPU contains policies that would reduce health risks associated with proximity to freeways. Implementation of the GPU policies and actions, future environmental review and documentation, and implementation of 2022 Title 24 requirements which requires the installation of MERV-13 filters would reduce health risks to sensitive receptors within 500 feet of freeways. Therefore, the GPU would not expose sensitive receptors to substantial pollutant concentrations associated with mobile source emissions and impacts would be less than significant.

c. Stationary Sources

Emissions of TACs from stationary sources would be regulated by SDAPCD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SDAPCD New Source Review Rules. The GPU contains policies that would reduce health risks associated with proximity to stationary sources of emissions. Therefore, implementation of GPU policies would ensure that future development would not expose sensitive receptors to TACs associated with stationary sources within the City, and impacts would be less than significant.

d. CO Hotspots

The GPU would be consistent with congestion management programs. Additionally, based on the Transportation Impact Study prepared for the GPU, all intersections are projected to carry less than 10,000 vehicles per hour. Thus, based on BAAQMD screening criteria, the GPU would result in a less than significant impact related to CO.

4.4.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.4.7 Odors

4.4.7.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to odors are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Create objectionable odors affecting a substantial number of people?

4.4.7.2 Impact Analysis

A potential odor impact can occur from two different situations: (1) the project would introduce receptors (people) in a location where they would be affected by an existing or future planned odor

source, or (2) future land uses would generate odors that could adversely affect a substantial number of persons.

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors. However, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, construction would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

The type of facilities that are considered to generate objectionable odors during operation include wastewater treatments plants, landfills, and paint/coating operations (e.g., auto body shops), among others. The project would allow for the development of a variety of land uses within the City. While specific developments within the City are not known at this program level of analysis, planned land uses would not encourage or support uses that would be associated with significant odor generation. The proposed land use plan was developed based on the existing nature of the City, which includes residential uses in close proximity to commercial areas. Odor generation is generally confined to the immediate vicinity of the source. A typical use in the City that would generate odors would be restaurants, which can create odors from cooking activities that would not generally be considered adverse. Odors associated with future development would be similar to existing uses throughout the City. Furthermore, the GPU contains policies to reduce odor impacts. Specifically, VSR Policy 5-60 would require the consideration of proximity of sensitive receptors to sources of odors. VSR Policy 5-62 designates smoke free areas, especially around sensitive uses. VSR Policy 5-66 requires the use of low VOC coatings. Through implementation of these policies and SDAPCD rules and regulations, the GPU would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.4.7.3 Significance of Impacts

Through implementation of these policies and SDAPCD rules and regulations, the GPU would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

4.4.7.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.4.8 Cumulative Analysis

Consistency with Air Quality Plans

The cumulative study area would be considered the SDAB. The project level analysis presented in Section 4.4.4 evaluates project consistency with the RAQS. This impact analysis is inherently

cumulative in nature because it considers project consistency with a regional plan that relies on the land use plans of jurisdictions within the SDAB. As discussed in Section 4.4.4.2, the project buildout would expand the residential and employment capacity throughout the City beyond what is currently planned. Therefore, the project would result in an increase in emissions that would conflict with the RAQS. The GPU and SSCSP contain numerous goals and policies aimed at reducing construction, operational, and mobile air emissions. Implementation of GPU goals and policies would serve to minimize emissions related to increased population growth. However, because the GPU and SSCSP would result in an increase in growth above that forecasted in the existing RAQS, the project would contribute to a cumulative impact related to conflicts with an applicable air quality plan. Cumulative impacts would be significant. No feasible mitigation is available as detailed in Section 4.4.4.4; impacts would remain cumulatively significant and unavoidable.

Criteria Pollutants

The cumulative study area related to criteria pollutants would be the City. Project level construction emissions are projected to be less than the applicable thresholds for all criteria pollutants. However, while individual site-specific projects may not exceed the SDAPCD significance thresholds, the scale and extent of construction activities associated with buildout of the project may result in some instances where future development would exceed the relevant thresholds. All future development would be required to adhere to all existing regulations during construction to protect air quality including SDAPCD rules and regulations, and existing state regulations, as well as implement emission reduction measures as part SCOA-AQ-1. Therefore, the project would not contribute to a cumulative construction impact associated with construction-related criteria pollutants.

Regarding operational emissions, because the GPU would conflict with implementation of the RAQS, air emissions associated with the adoption of the GPU could have a potentially significant cumulative impact on regional air quality. Future projects would implement mitigation measures AQ-1, as detailed in Section 4.4.5.4.b, requiring the individual projects to shall conduct an analysis of the project's operational air quality impacts and identify project-level measures to reduce operational impacts to less than significant levels. However, notwithstanding individual project mitigation measures, cumulative impacts could remain significant. No additional feasible mitigation measures are available at this program level of review. Impacts related to operation related criteria pollutants would remain cumulatively significant and unavoidable.

Sensitive Receptors

The cumulative study area for potential impacts associated with sensitive receptors would be the City. As discussed in Section 4.4.6.2.b, project buildout is not anticipated to result in a CO hot spot. Since CO hot spots are a localized phenomenon, the project would not contribute to a cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations associated with CO hot spots.

Considering the highly dispersive nature of DPM and the fact that construction activities would occur intermittently and at various locations over the lifetime of project buildout, construction of future development would not expose sensitive receptors to substantial DPM concentrations. Therefore, the project would not contribute to a cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations associated with DPM concentrations.

Emissions of TACs from permitted stationary sources would be controlled by SDAPCD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SDAPCD New Source Review Rules. Site-specific evaluation of health risks associated with stationary sources cannot be conducted at a program level of review, as the project does not include specific development proposals. Nevertheless, compliance with existing regulations would ensure that the project would not contribute to a cumulative impact related to exposure of sensitive receptors to TACs associated with stationary sources.

Development of cumulative projects throughout the City would not exacerbate health effects since the evaluation is location specific considering exposure to contaminants at a specific location. Therefore, the project would not contribute to a cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations associated with mobile source emissions.

Odor

For purposes of odor impacts, the cumulative study area would be the City. The project level analysis presented in Section 4.4.7 evaluated impacts associated with project buildout, and therefore was cumulative in nature. This analysis determined that implementation of GPU and SSCSP policies, and SDAPCD rules and regulations, would preclude any significant odor impact. Additionally, odors are typically confined to the immediate area surrounding their source, and therefore would not combine with other sources of odor to produce a cumulative impact. Therefore, the project would not contribute to a cumulative impact related to odors adversely affecting a substantial number of people.

4.5 Biological Resources

This section addresses potential project impacts related to biological resources that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

This analysis relies on secondary source information and existing biological resources databases and literature including the California Natural Diversity Database (CNDDB), the San Diego Geographic Information Source (SanGIS), and generalized vegetation mapping.

4.5.1 Existing Conditions

Based on SanGIS generalized vegetation date, the City is predominantly developed, with roughly 16 percent of the total land area supporting a variety of native and non-native vegetation communities of varying sensitivity, including upland and wetland habitats and unvegetated areas, such as streams, lagoons, and beaches generally concentrated along the City's three main waterways—San Luis Rey River, Loma Alta Creek, and Buena Vista Creek—and within established preserves.

4.5.1.1 Preserves and Open Space

In 2010, the City developed the draft Oceanside Subarea Plan (SAP) in coordination with federal and state wildlife agencies. The draft SAP was developed under the umbrella of the 1998 Final Multiple Species Conservation Program (MSCP) plan. The approach was to identify a citywide preserve system that met local and regional biological goals, while minimizing fiscal and economic impacts to the City and adverse effects on private property rights or property values (City of Oceanside 2010). Figure 4.5-1 shows the City's preserves and open spaces, as well as parks and land presently in agricultural use. As shown in Figure 4.5-1, portions of the Areas of Change are located within or adjacent to lands currently designated as preserve, open space, and park land.

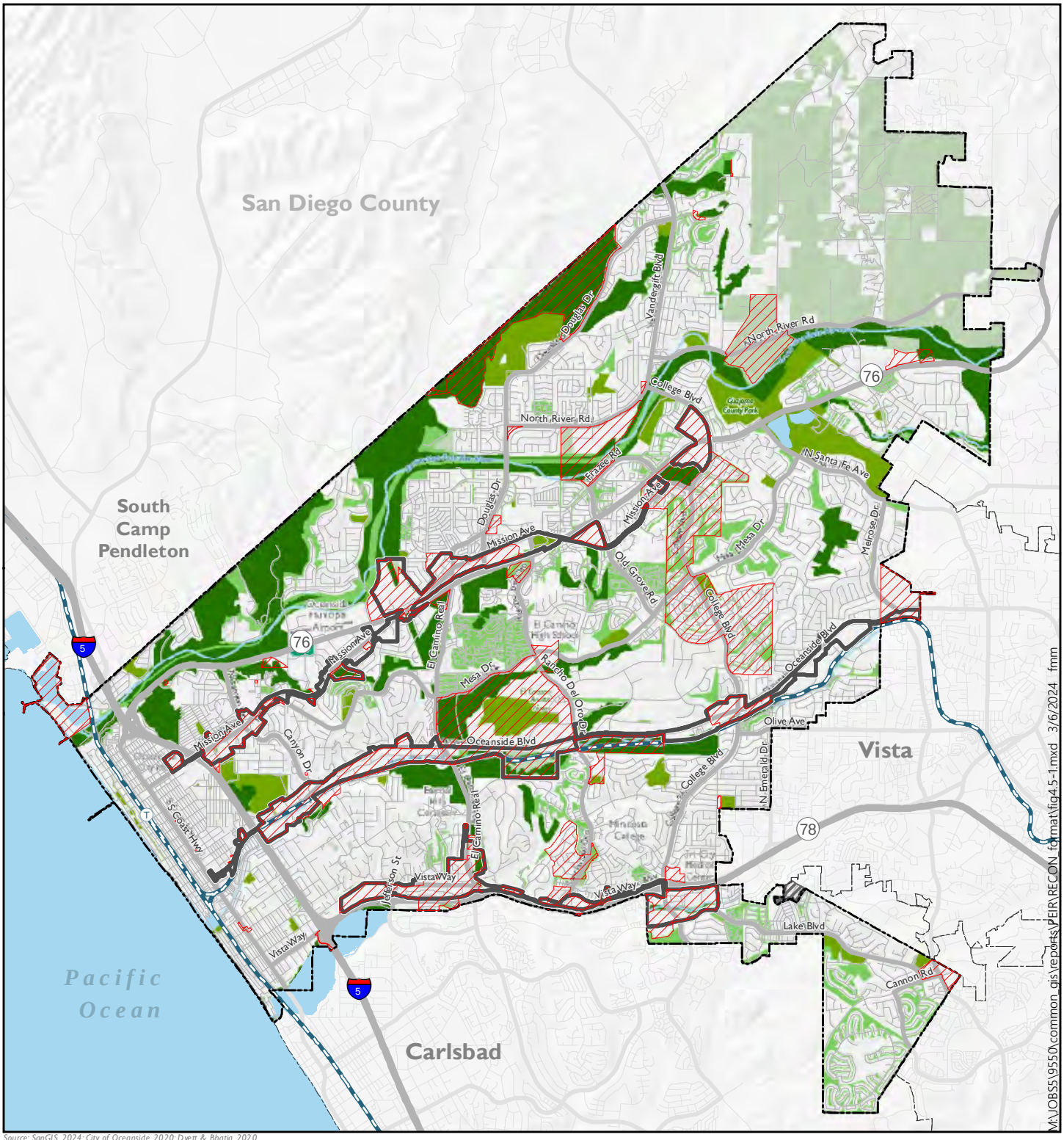


FIGURE 4.5-1
Existing Preserves and Open Spaces

4.5.1.2 Vegetation Communities

The most abundant natural habitat in the City is grassland (primarily non-native/annual as opposed to native perennial grasslands), followed by coastal sage scrub, riparian habitats, and other wetlands. Habitats regulated by the California Department of Fish and Wildlife (CDFW), the U.S. Fish and Wildlife Service (USFWS) within the City include coastal sage scrub, alkali marsh, freshwater marsh, riparian habitats, and habitats that are known to support species listed under either state or federal endangered species acts. Habitats regulated by the U.S. Army Corps of Engineers (USACE) within the City include riparian, freshwater, marsh, and open water. Vegetation communities are shown on Figure 4.5-2 and wetland communities are shown in Figure 4.5-3. Table 4.5-1 provides a summary of all vegetation communities throughout the City.

Table 4.5-1
Vegetation and Wetland Communities

Vegetation Community/Land Cover Type	Acreage within City	Percentage of City
Coastal sage scrub	1,218	5
Chaparral	46	<1
Coast live oak woodland	5	<1
Eucalyptus Woodland	61	<1
Grassland	1,267	5
Marsh (Freshwater Marsh, Alkali Marsh, Saltpan/Mudflats)	208	1
Riparian Habitats (Riparian Forest, Riparian Scrub, Riparian Woodland)	923	3
Disturbed Wetland	14	<1
Waters (Non-vegetated channel, Open Water [Estuarine, Freshwater, Marine])	488	2
Beach	46	<1
Agriculture (General Agriculture, Extensive Agriculture [Field/Pasture/Row Crops], Intensive Agriculture [Dairies, Nurseries, Chicken Ranches], Orchards and Vineyards)	3,252	12
Urban/Developed and Disturbed Habitat	19,463	72
TOTAL	**26,991**	**100**
SOURCE: City of Oceanside 2021.		

As shown in Figures 4.5-2 and 4.5-3, grasslands, riparian habitats, and wetlands are mapped within and adjacent to Areas of Change, primarily within the SSCSP Mission Avenue and Oceanside Boulevard corridors.

4.5.1.3 Sensitive Plant Species

Sensitive species are those plants and animals that, because of their acknowledged rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration.

According to records maintained by the CNDDB, there are records of 17 sensitive plant species (Table 4.5-2) occurring in or with the potential to occur within the City (CDFW 2024a). Refer to the GPU Vital and Sustainable Resources Element (VSR) Figure 5-4 for the potential areas of occurrence of special status plant species.

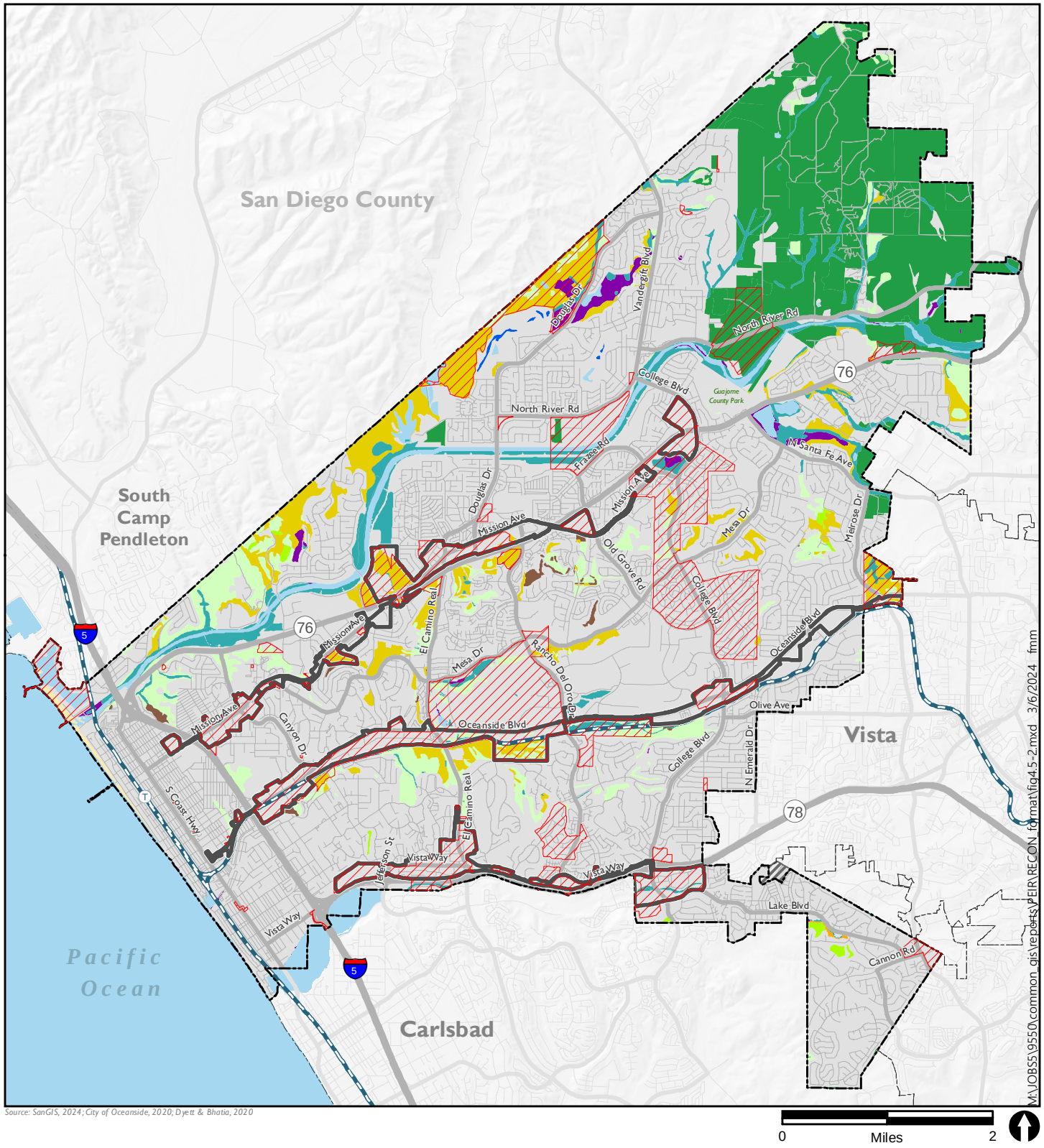
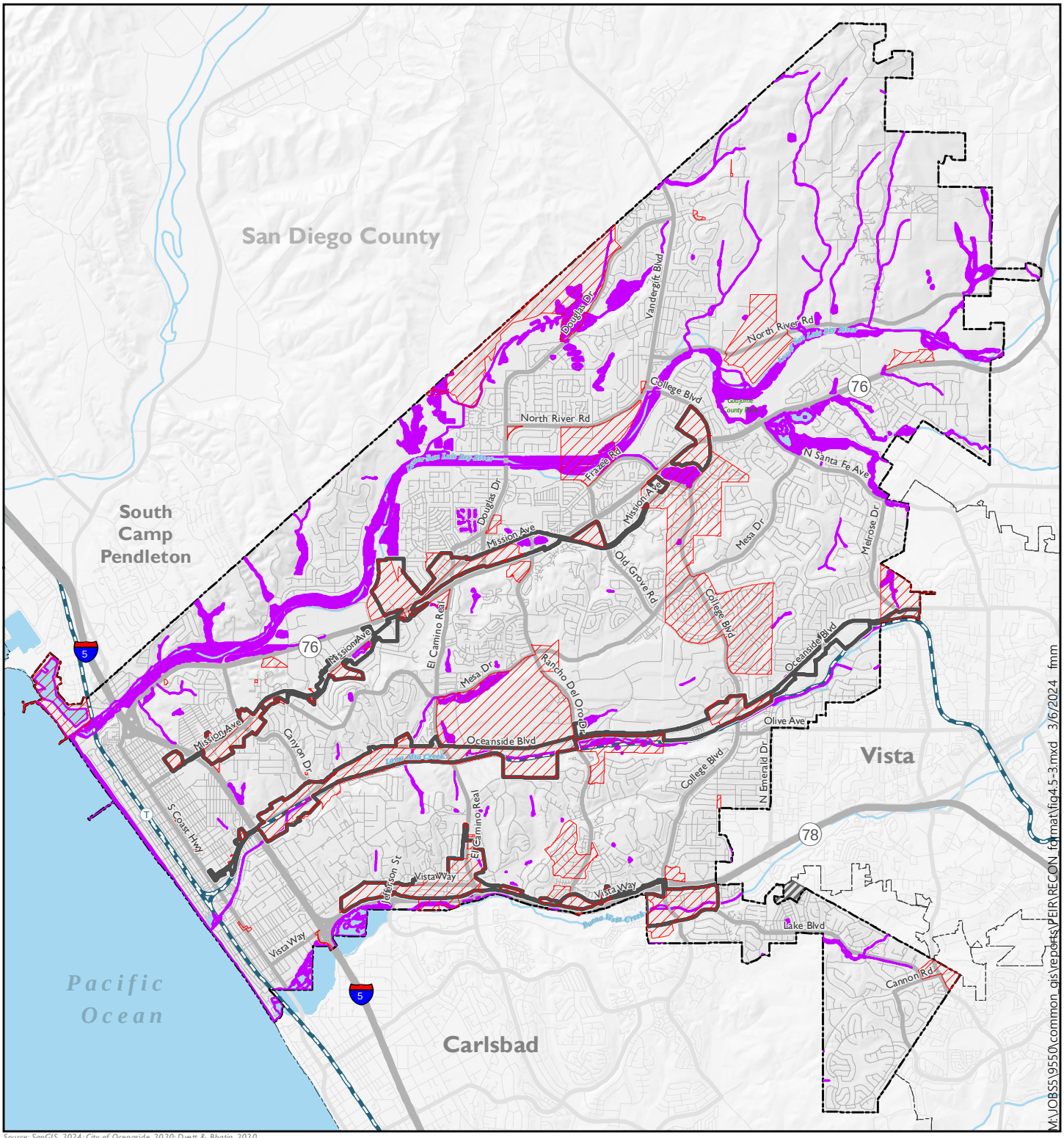


FIGURE 4.5-2
Vegetation Communities



- City of Oceanside
- Neighbor City
- Sphere of Influence
- Oceanside Transportation Center
- Rail
- Areas of Change
- SSCSP Planning Area
- National Wetlands Inventory (NWI) Wetlands

FIGURE 4.5-3
Wetlands

Table 4.5-2 Sensitive Plant Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
California orcutt grass (*Orcuttia Californica*)	FE SE	NE WO	Annual herb; vernal pools; blooms April-August; elevation 50-2,000 feet	**Potential**. Low potential to occur in Oceanside. May occur in suitable habitat within city of Oceanside.
San Diego goldenstar (*Bloomeria clevelandii*)		NE	Perennial herb (bulbiferous); chaparral, coastal sage scrub, valley and foothill grassland vernal pools; clay soils; blooms May; elevation 170-1,500 feet.	**Potential**. Moderate potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.
Thread-leaved brodiaea (*Brodiaea filifolia*)	FT SE	NE	Perennial herb (bulbiferous); cismontane woodland, coastal sage scrub, playas, valley and foothill grassland, vernal pools; often clay soils; blooms March–June; elevation less than 2,85080-3,675 feet. California endemic. Known from San Diego, Riverside, Orange, Los Angeles, and San Bernardino counties.	**Potential**. Detected/occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a; USFWS 2024). May occur in suitable habitat within city of Oceanside.
San Diego button-celery (*Eryngium aristulatum* var. *parishii*)	FE SE	NE WO	Biennial/perennial herb; vernal pools, mesic areas of coastal sage scrub and grasslands, blooms April–June; elevation less than 2,000 feet. Known from San Diego and Riverside counties. Additional populations occur in Baja California, Mexico.	**Present**. Detected/occurs in the city of Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.
San Diego ambrosia (*Ambrosia pumila*)	FE	NE	Perennial herb (rhizomatous); chaparral, coastal sage scrub, valley and foothill grasslands, creek beds, vernal pools, often in disturbed areas; blooms April–October; elevation less than 1,400 feet. Many occurrences extirpated in San Diego County.	**Present**. Detected/occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.
Encinitas baccharis (*Baccharis vanessae*)	FT SE	NE	Perennial deciduous shrub; chaparral; maritime; sandstone; blooms August–November; elevation less than 2,500 feet. San Diego County endemic. Known from fewer than 20 occurrences. Extirpated from Encinitas area.	**Potential**. Low potential to occur in Oceanside. May occur in suitable habitat within city of Oceanside.

Table 4.5-2 Sensitive Plant Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
Del Mar Mesa sand aster San Dieguito sand aster (*Corethrogyne filaginifolia* var. *linifolia*)		NE	Perennial herb; coastal bluff scrub, openings in southern maritime chaparral and coastal sage scrub; sandy soil; blooms May–September; elevation less than 500 feet. San Diego County endemic.	**Present**. Detected/Occurs in Oceanside. May occur in suitable habitat within city of Oceanside.
Orcutt's hazardia (*Hazardia orcuttii*)	ST	NE	Perennial evergreen shrub; chaparral, coastal sage scrub; blooms August–October; elevation 280 feet. Known in California from only five occurrences all of which are in San Diego County. Additional populations occur in Baja California, Mexico.	**Potential**. Low potential to occur in Oceanside. May occur in suitable habitat within city of Oceanside.
Short Leaved dudleya (*Dudleya brevifolia*)	SE	NE	Perennial herb; southern maritime chaparral, coastal sage scrub on Torrey sandstone; blooms in April–May; elevation less than 1,000 feet. San Diego County endemic. Known from fewer than five occurrences in the Del Mar and La Jolla areas.	**Potential**. Low potential to occur in Oceanside. May occur in suitable habitat within city of Oceanside.
Variegated dudleya (*Dudleya variegata*)		NE	Perennial herb; openings in chaparral, coastal sage scrub, grasslands, vernal pools; blooms April–June; elevation less than 1,900 feet.	**Potential**. Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.
Del Mar manzanita (*Arctostaphylos glandulosa* ssp. *crassifolia*)	FE	NE	Perennial evergreen shrub; southern maritime chaparral; sandy soil; blooms December–June; elevation less than 1,200 feet.	**Potential**. Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.
Nuttall's acmispon (*Acmispon prostratus*)		NE	Annual herb; coastal dunes, coastal sage scrub; sandy substrate; blooms March–July; elevation less than 50 feet.	**Present**. Detected/Occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.
Coastal dunes milkvetch (*Astragalus tener* var. *titi*)	FE SE		Annual herb; coastal bluff scrub, coastal dunes, sandy soils, mesic coastal prairie; blooms March–May; elevation less than 200 feet. California endemic. Known from fewer than 10 occurrences in San Diego (presumed extirpated), Los Angeles (presumed extirpated), and Monterey counties.	**Potential**. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.

Table 4.5-2
Sensitive Plant Species with a Potential to Occur within the City

Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
San Diego thornmint (*Acanthomintha ilicifolia*)	FE SE	NE	Annual herb; chaparral, coastal sage scrub, and grasslands; friable or broken clay soils; blooms April–June; elevation less than 3,200 feet.	**Present**. Detected/Occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a; USFWS 2024). May occur in suitable habitat within city of Oceanside.
Spreading navarretia (*Navarretia fossalis*)	FT	NE WO	Annual herb; vernal pools, marshes and swamps, chenopod scrub; blooms April–June; elevation 100–4,300 feet.	**Present**. Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.
Orcutt's spineflower (*Chorizanthe orcuttiana*)	FT SE	NE	Annual herb; maritime chaparral, closed-cone coniferous forest, coastal sage scrub; sandy openings; blooms March–May; elevation less than 400 feet. San Diego County endemic. Known from fewer than 20 occurrences.	**Potential**. Very low potential to occur in Oceanside. May occur in suitable habitat within city of Oceanside.
Little mousetail (*Myosurus minimus*)		NE WO	Annual herb; vernal pools, perennial grasslands; blooms March–June; elevation 70–2,100 feet.	**Potential**. Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024a). May occur in suitable habitat within city of Oceanside.

SOURCE: City of Oceanside 2021.

STATUS CODES
Federal
FE = Listed as endangered by the federal government
FT = Listed as threatened by the federal government
State
SE = Listed as endangered by the state of California
ST = Listed as threatened by the state of California
North County MHCP Conditions of Coverage
NE = Narrow Endemic
WO = Wetland Obligate

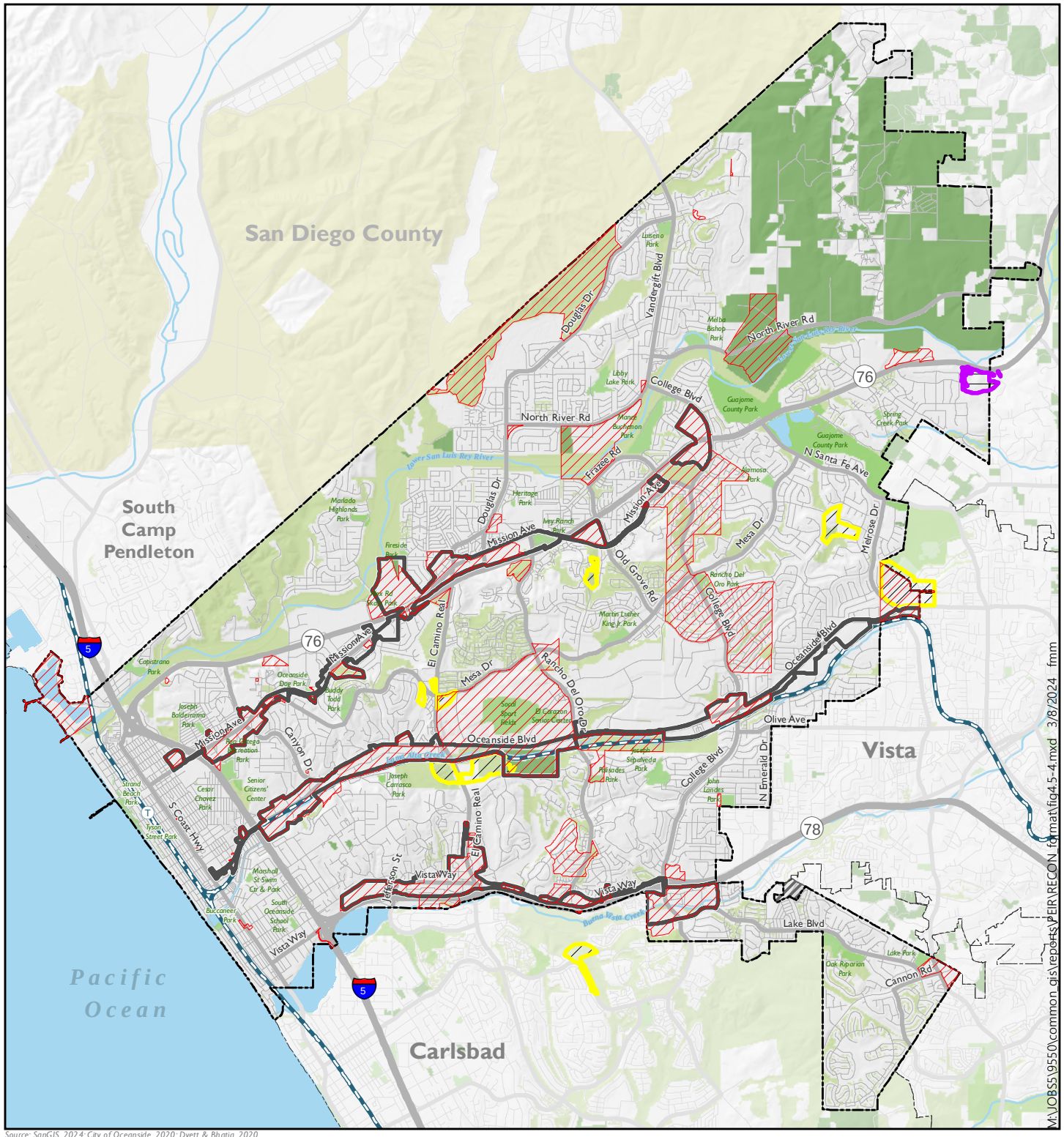


FIGURE 4.5-4
Critical Habitat: Plants

4.5.1.4 Sensitive Wildlife Species

Sensitive species are those plants and animals that, because of their acknowledged rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, state, or other agencies as deserving special consideration.

According to records maintained by the CNDDB, there are records of 63 sensitive wildlife species occurring in or with the potential to occur within the City (CDFW 2024b). Table 4.5-3 provides a summary of each species' status and potential to occur. Refer to the VSR Figure 5-5 for the potential areas of occurrence of special status wildlife species.

4.5.1.5 Critical Habitats

Figures 4.5-4 and 4.5-5 illustrate the location of USFWS designated critical habitat within the City that could support special status species plants and wildlife, respectively. As shown in Figures 4.5-4 and 4.5-5, several critical habitats for both listed plants and wildlife are identified throughout the City. Most notable, the following critical habitats are identified:

- Critical habitat for thread-leaved brodiaea (*Brodiaea filifolia*) is found in patches within the Areas of Change in the SSCSP along Oceanside Boulevard.
- Patches of critical habitat for least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*) is found along the San Luis Rey River in the northern portion of the City. A portion of the Areas of Change north of State Route 76 are mapped within this critical habitat area.
- Critical habitat is found for arroyo toad (*Anaxyrus californicus*) along the San Luis Rey in the upstream reaches within the City, just south of South Morro Hills. A small portion of the Areas of Change flanking North River Road are mapped within this critical habitat area.
- Critical habitat for coastal California gnatcatcher (*Polioptila californica californica*) is scattered within the western half of the City and this species is known to be present. These critical habitat areas are adjacent to portions of the Areas of Change in the SSCSP along Mission Avenue and Oceanside Boulevard.
- Critical habitat for the tidewater goby (*Eucyclogobius newberryi*) is located within the mouth of the San Luis Rey River, in the coastal portion of the City. This species has not been identified in the area since 1958, with negative surveys in 2002 and 2003 (City of Oceanside 2021).

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
San Diego fairy shrimp (*Branchinecta sandiegonensis*)	FE	NE WO	Vernal Pools	**Potential.** Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; USFWS 2024). May occur in suitable habitat within City of Oceanside.
Riverside fairy shrimp (*Bloomeria clevelandii*)	FE	NE WO	Vernal Pools	**Potential.** Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Crotch's bumble bee (*Bombus crotchii*)	SCE		Coastal areas, open grasslands, shrub habitats.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Oblivious tiger beetle (*Cicindela latesignata obliviosa*)		NE	Ocean shoreline, sandy beach, coastal strand, estuaries and lagoons, coastal dunes	**Potential.** Low potential to occur in Oceanside. May occur in suitable habitat within City of Oceanside.
Harbison dun skipper (*Euphyes vestris harbisoni*)		NE	Woodland meadows, bogs, grasslands. Host plant *Carex spissa*. Adult emergence late May–early July.	**Potential.** Low potential to occur in Oceanside. May occur in suitable habitat within City of Oceanside.
Wandering skipper, Salt marsh skipper (*Panoquina errans*)		WO	Salt marshes. Host plant Distichlis spicata. Adult emergence July–September.	**Potential.** High potential to occur in Oceanside. May occur in suitable habitat within City of Oceanside.
Monarch (*Danaus plexippus*)	FC		Wide variety of habitats, including urban areas. Host plant is milkweed (*Asclepias* sp.).	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Quino checkerspot (*Euphydryas editha quino*)	FE		Open, dry areas in foothills, mesas, lake margins. Larval host plant *Plantago erecta*. Adult emergence mid-January through April.	**Potential.** This species has been recorded within and around the city of Oceanside (USFWS 2024; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Tidewater goby (*Eucyclogobius newberryi*)	FE		Coastal lagoons, brackish bays at mouth of freshwater streams.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; USFWS

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
				2024). May occur in suitable habitat within City of Oceanside.
Western spadefoot (*Spea hammondii*)	FPT SSC		Vernal pools, floodplains, and alkali flats within areas of open vegetation.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Arroyo toad (*Anaxyrus californicus*)	FE SSC		Open streamside sand/gravel flats. Quiet, shallow pools along stream edges are breeding habitat. Nocturnal except during breeding season (March–July).	**Potential.** This species has been recorded within and around the city of Oceanside (USFWS 2024). May occur in suitable habitat within City of Oceanside.
Southwestern pond turtle (*Actinemys pallida*)	FPT SSC	WO	Ponds, small lakes, marshes, slow-moving, sometimes brackish water.	**Present.** Detected/occurs in Oceanside. May occur in suitable habitat within City of Oceanside.
Blainville's horned lizard, coast horned lizard, San Diego horned lizard (*Phrynosoma blainvillii*)	SSC		Chaparral, coastal sage scrub with fine, loose soil. Partially dependent on harvester ants for forage.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Coronado skink (*Plestiodon skiltonianus interparietalis*)	WL		Grasslands, open woodlands and forest, broken chaparral. Rocky habitats near streams.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Belding's orange-throated whiptail (*Aspidoscelis hyperythra beldingi*)	WL		Chaparral, coastal sage scrub with coarse sandy soils and scattered brush.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
San Diegan tiger whiptail (*Aspidoscelis tigris stejnegeri*)	SSC		Coastal sage scrub, chaparral, woodlands, and streamsides where plants are sparsely distributed.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
San Diegan legless lizard (*Anniella stebbinsi*)	SSC		Herbaceous layers with loose soil in coastal scrub, chaparral, and open riparian. Prefers dunes and sandy washes near moist soil.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
California glossy snake (*Arizona elegans occidentalis*)	SSC		Scrub and grassland habitats, often with loose or sandy soils.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Coast patch-nosed snake (*Salvadora hexalepis virgultea*)	SSC		Grasslands, chaparral, sagebrush, desert scrub. Found in sandy and rocky areas.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Two-striped gartersnake (*Thamnophis hammondii*)	SSC		Permanent freshwater streams with rocky bottoms. Mesic areas.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego). May occur in suitable habitat within City of Oceanside.
South coast gartersnake (*Thamnophis sirtalis*)	SSC		Mixed woodland, grassland, coniferous forest, dunes, brushland, generally in the vicinity of ponds or flowing water.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Red diamond rattlesnake (*Crotalus ruber*)	SSC		Desert scrub and riparian, coastal sage scrub, open chaparral, grassland, and agricultural fields.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
California brown pelican (*Pelecanus occidentalis californicus*)	(Fed. Delisted) (State Delisted), CFP	WO	Coastal salt water, open ocean; rare vagrant inland. Non-breeding year-round visitor.	**Present.** Detected/occurs in Oceanside. May occur in suitable habitat within City of Oceanside.
White-faced ibis (*Plegadis chihi*)	WL	WO	Freshwater ponds, irrigated fields, brackish lagoons. Migrant and winter visitor, rare in summer. Very localized breeding.	**Present.** Detected/occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
Osprey (*Pandion haliaetus*)	WL	WO	Coast, lowland lakes, rarely foothills and mountain lakes. Uncommon fall/winter resident, rare in spring and summer. Fish are the primary prey item.	**Present**. Detected/Occurs in Oceanside. May occur in suitable habitat within City of Oceanside.
Cooper's hawk (*Accipiter cooperii*)	WL	WO	Mature forest, open woodlands, wood edges, river groves. Parks and residential areas.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Golden eagle (*Aquila chrysaetos*)	BEPA WL CFP		Require vast foraging areas in grassland, broken chaparral, or sage scrub. Nest in cliffs and boulders. Uncommon resident.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Swainson's hawk (*Buteo swainsoni*)	ST		Plains, range, open hills, sparse trees. Uncommon spring migrant. Local breeding population now extirpated.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Northern harrier (*Circus hudsonius*)	SSC		Coastal lowland, marshes, grassland, agricultural fields. Migrant and winter resident, rare summer resident.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
White-tailed kite (*Elanus leucurus*)	CFP		Nest in riparian woodland, oaks, sycamores. Forage in open, grassy areas. Year-round resident.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
American peregrine falcon (*Falco peregrinus anatum*)	(Fed. Delisted) (State Delisted), CFP		Open coastal areas, mud flats. Rare inland. Rare fall and winter resident, casual in late spring and early summer. Local breeding populations extirpated.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
California black rail (*Laterallus jamaicensis coturniculus*)	ST CFP		Tidal marshes, grassy marshes. Resident populations extirpated.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
Light-footed Ridgway's rail (*Rallus obsoletus levipes*)	FE SE CFP	WO	Salt marshes supporting Spartina foliosa. Localized resident.	**Present.** Detected/Occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; USFWS 2024; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Western snowy plover (*Charadrius nivosus nivosus*)	FT SSC		Sandy beaches, lagoon margins, tidal mud flats. Migrant and winter resident. Localized breeding.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
California least tern (*Sternula antillarum browni*)	FE SE CFP		Bays, estuaries, lagoons, shoreline. Resident. Localized breeding.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Elegant tern (*Thalasseus elegans*)	WL	WO	Mud flats, sandbars, dunes, bays, lagoons. Summer resident. Localized breeding.	**Present.** Detected/Occurs in Oceanside. May occur in suitable habitat within City of Oceanside.
Long-eared owl (*Asio otus*)	SSC		Riparian woodland, oak woodland, tamarisk woodland. Rare resident and winter visitor. Localized breeding.	**Present.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Burrowing owl (*Athene cunicularia*)	SSC		Grassland, agricultural land, coastal dunes. Require rodent burrows. Declining resident.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Southwestern willow flycatcher (*Empidonax traillii extimus*)	FE SE	WO	Nesting restricted to willow thickets. Also occupies other woodlands. Rare spring and fall migrant, rare summer resident. Extremely localized breeding.	**Present.** Detected/Occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; USFWS 2024; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Least Bell's vireo (*Vireo bellii pusillus*)	FE SE	WO	Willow riparian woodlands. Summer resident.	**Present.** Detected/occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; USFWS 2024; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
California horned lark (*Eremophila alpestris actia*)	WL		Sandy shores, mesas, disturbed areas, grasslands, agricultural lands, sparse creosote bush scrub.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Bank swallow (*Riparia riparia*)	ST		Steep riverbanks, gravel pits. Nest in colonies.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*)	SSC	NE	Maritime succulent scrub, coastal sage scrub with Opuntia thickets. Rare localized resident.	**Potential.** Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Coastal California gnatcatcher (*Polioptila californica californica*)	FT SSC		Coastal sage scrub, maritime succulent scrub. Resident.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; USFWS 2024; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Yellow warbler (*Setophaga petechia*)	SSC		Breeding restricted to riparian woodland. Spring and fall migrant, localized summer resident, rare winter visitor.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)	WL		Coastal sage scrub, chaparral, grassland. Resident.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Grasshopper sparrow (*Ammodramus savannarum*)	SSC		Tall grass areas. Localized summer resident, rare in winter.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Belding's savannah sparrow (*Passerculus sandwichensis beldingi*)	SSC	WO	Salt marshes, lagoons dominated by pickleweed (Salicornia sp.). Resident.	**Present.** Detected/Occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
Large-billed savannah sparrow (*Passerculus sandwichensis rostratus*)	SSC	WO	Marshes. Very rare in San Diego County.	**Potential.** Very low potential to occur in Oceanside. May occur in suitable habitat within City of Oceanside.
Tricolored blackbird (*Agelaius tricolor*)	ST SSC	WO	Freshwater marshes, agricultural areas, lakeshores, parks. Localized resident.	**Potential.** Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Yellow-breasted chat (*Icteria virens*)	SSC	WO	Dense riparian woodland. Localized summer resident.	**Present.** Detected/occurs in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Mexican long-tongued bat (*Choeronycteris mexicana*)	SSC		Desert scrub, grassland, and oak-conifer woodlands near riparian areas. Roosts in crevices, caves, mines, and buildings. Feeds on nectar and pollen of night-blooming flowers like Agave, Increased presence in San Diego may be due to use of nectar plants landscaping (Western Bat Working Group [WBWG] 2017).	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Pallid bat (*Antrozous pallidus*)	SSC		Arid deserts and grasslands. Day and night roosts in rock crevices in outcrops and cliffs, caves, mines, trees, bridges, and other human structures. Roosts tend to be warm and elevated. Forage for large-bodied arthropods over open shrublands, grasslands, and orchards.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
Townsend's big eared bat (*Corynorhinus townsendii*)	SSC		Roosts primarily in large caves and mines, but will occasionally use buildings. Forages in edge habitats along streams, especially near woodlands. Travels up to 100 miles while foraging (WBWG 2017). Roosts extremely sensitive to disturbance.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Western red bat (*Lasiurus frantzii*)	SSC		Occurs throughout California, and western Nevada, east into Arizona and Utah. Roosts in foliage of riparian trees, particularly willows, sycamores, and cottonwoods. Feeds on a variety of moths and other flying insects.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Western yellow bat (*Lasiurus xanthinus*)	SSC		Active year-round. Roosts in the foliage of trees in arid habitats, particularly in native and exotic palm trees. Forage for a variety of flying insects over streams and ponds. Ranges from southern California and Arizona into western Mexico.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Pocketed free tailed-bat (*Nyctinomops femorosaccus*)	SSC		Roosts in crevices in vertical cliffs and quarries. Forages over a variety of habitats for flying beetles and large moths (Tremor et al. 2017). Ranges from Orange County south through San Diego and east through southern Arizona (Harvey et al. 2011).	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
Dulzura pocket mouse (*Chaetodipus californicus femoralis*)	SSC		Brushy areas of coastal sage scrub, chamise-redshank & montane chaparral, sagebrush, annual grassland, valley foothill hardwood, valley foothill hardwood–conifer & montane hardwood. Probably most attracted to interface of grassland and brush.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	SSC		San Diego County west of mountains in sparse, disturbed coastal sage scrub or grasslands with sandy soils.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b). May occur in suitable habitat within City of Oceanside.
Stephens' kangaroo rat (*Dipodomys stephensi*)	FT ST		Open grassland areas and sparse sage scrub habitats; can be excluded from areas with dense shrub or grass cover. Strongly associated with areas consisting of filaree (Erodium spp.) and other annual forbs growing on penetrable soils and flat to fairly steep sloping topography. Occurs only in western Riverside County, northern San Diego County, and extreme southern San Bernardino County, below 915 meters (3,000 feet) in elevation. In northwestern Riverside County, known only from east of Interstate 15. Reaches its northwest limit in south Norco, southeastern Riverside, and in the Reche Canyon area of Riverside and extreme southern San Bernardino Counties.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; USFWS 2024; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.

Table 4.5-3 Sensitive Wildlife Species with a Potential to Occur within the City				
Species	Status	North County MHCP Conditions of Coverage	Description	Potential for Occurrence
Pacific pocket mouse (*Perognathus longimembris pacificus*)	FE SSC	NE	Open coastal sage scrub; fine, alluvial sands near ocean.	**Potential.** Low potential to occur in Oceanside. This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
San Diego desert woodrat (*Neotoma lepida intermedia*)	SSC		Coastal sage scrub and chaparral.	**Potential.** This species has been recorded within and around the city of Oceanside (CDFW 2024b; County of San Diego 2024). May occur in suitable habitat within City of Oceanside.
American badger (*Taxidea taxus*)	SSC		Grasslands, Sonoran desert scrub.	**Potential.** This species has been recorded within and around the city of Oceanside (County of San Diego 2024). May occur in suitable habitat within City of Oceanside.

STATUS CODES

Federal

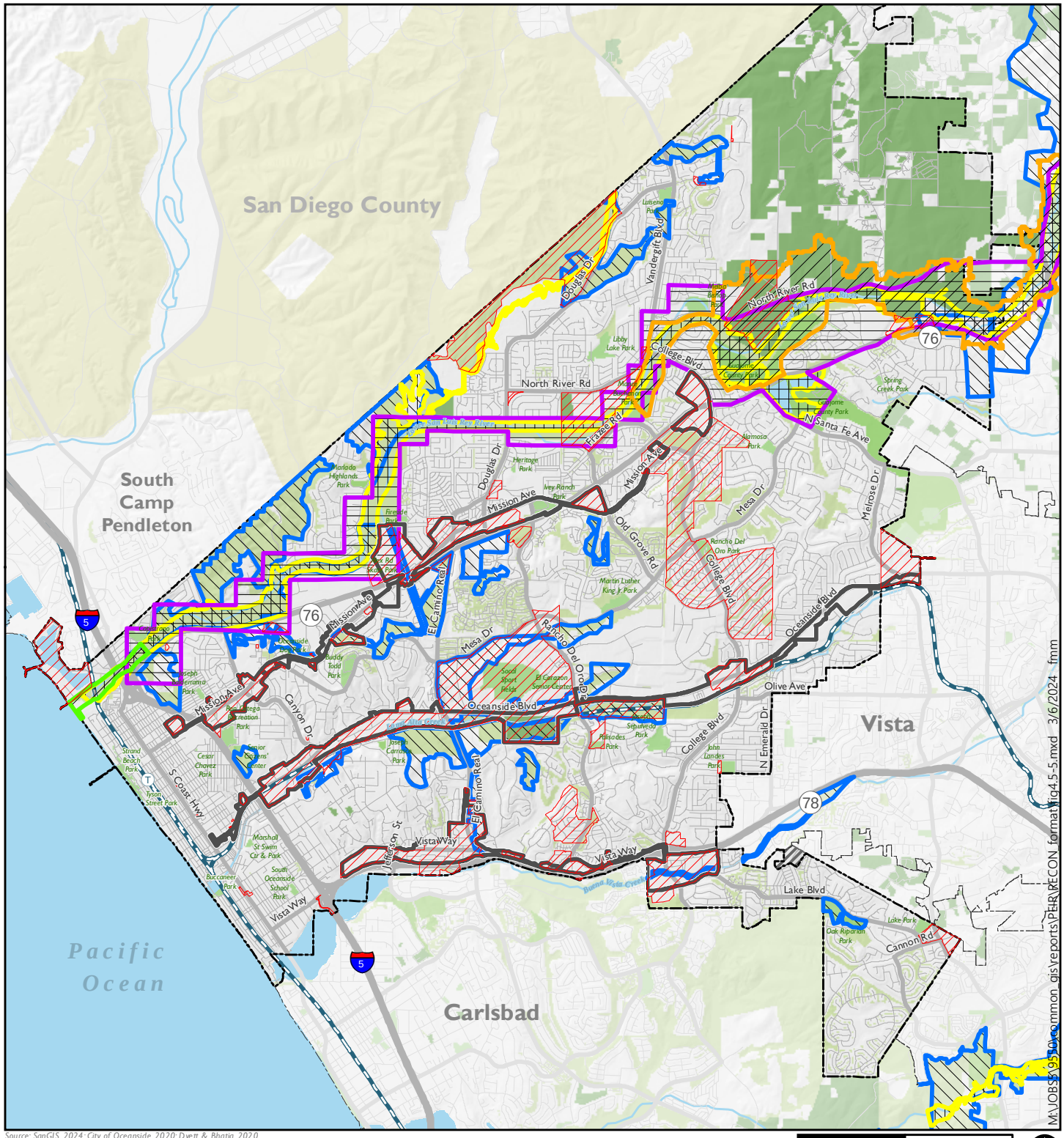
FE = Listed as endangered by the federal government
FPT = Federally proposed threatened
FT = Listed as threatened by the federal government
FC = Federal candidate for listing (taxa for which the U.S. Fish and Wildlife Service has on file sufficient information on biological vulnerability and threat(s) to support proposals to list as endangered or threatened; development and publication of proposed rules for these taxa are anticipated)
BEPA = Bald and Golden Eagle Protection Act

State

CFP = California fully protected species
SE = Listed as endangered by the state of California
ST = Listed as threatened by the state of California
SCE = State candidate for listing as Endangered
SSC = California Department of Fish and Wildlife species of special concern
WL = California Department of Fish and Wildlife watch list species

North County MHCP Conditions of Coverage

NE = Narrow Endemic
WO = Wetland Obligate



Source: SanGIS, 2024; City of Oceanside, 2020; Dyett & Bhatia, 2020

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- City of Oceanside
- Neighbor City
- Sphere of Influence
- Oceanside Transportation Center
- Rail

Critical Habitats

- Tidewater Goby
- Arroyo Toad
- Least Bell's Vireo
- Southwestern Willow Flycatcher
- Coastal California Gnatcatcher

- Areas of Change
- SSCSP Planning Area
- Park
- Agriculture
- Open Space Park or Preserve
- Military Training

FIGURE 4.5-5
Critical Habitat: Wildlife

4.5.2 Regulatory Setting

4.5.2.1 Federal

a. Federal Endangered Species Act

The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to provide a means for conserving endangered and threatened species in order to prevent species extinction, extirpation, etc. The FESA has four major components: the Section 4 provisions for listing species and designating critical habitat; the Section 7 requirement for federal agencies to consult with the USFWS to ensure that their actions are not likely to jeopardize the continued existence of species or result in the modification or destruction of critical habitat; the Section 9 prohibition against "taking" listed species; and the Section 10 provisions for permitting the incidental take of listed species. The term "take" is defined by the FESA to include the concept of "harm," which agency regulations define to include death or injury that results from modification or destruction of a species habitat (50 Code of Federal Regulations [CFR] 17.3).

Section 7 of the FESA

Section 7 of the FESA provides that each federal agency undertaking a federal action which could significantly affect FESA species shall consult with the Secretary of Interior or Commerce, that any actions authorized, funded, or carried out by the agency are "not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of lands determined to be critical habitat" (16 United States Code [USC] 1536(a)(2)). The term "agency action" is broadly defined in a manner that includes nearly all actions taken by federal agencies such as permitting or carrying out a project, as well as actions by private parties which require federal agency permits or approval (50 CFR 402.02). The consultation requirement of Section 7 is triggered upon a determination that a proposed action "may affect" a listed species or designated Critical Habitat (50 CFR 402.14(a)). If the proposed action is a "major construction" activity, the federal agency proposing the action must prepare a biological assessment to include with its request for the initiation of Section 7 consultation.

Included in the USFWS Biological Opinion is an Incidental Take Statement (ITS) that authorizes a specified level of take anticipated to result from the proposed action. The ITS contains "reasonable and prudent measures" that are designed to minimize the level of incidental take, adverse modification, or destruction to critical habitat, and that must be implemented as a condition of the take authorization (50 CFR 402.14(i)(5)).

The issuance of a Biological Opinion concludes formal consultation, but consultation can be reinitiated if the amount or extent of incidental take authorized is exceeded, the action changes, new information reveals effects of the action not previously considered, or a new species is listed or Critical Habitat is designated (50 CFR 402.16). Once the Biological Opinion is issued, the project applicant must implement the terms and conditions, and conservation measures, mandated by the USFWS. Monitoring and reporting is required to be coordinated with the USFWS during the implementation of conservation measures.

Section 9 of the FESA

Section 9 of the FESA prohibits any person from "taking" an endangered animal species. Regulations promulgated by USFWS and National Oceanic and Atmospheric Administration make the "take" prohibition generally applicable to threatened animal species as well (50 CFR 17.71). Section 9 thus prohibits the clearing of habitat that results in death or injury to members of a protected species.

An authorization or permit to incidentally take listed species can be obtained either through the Section 7 consultation process or through the Section 10 incidental take permit process. In the context of Section 7, incidental take is authorized through an ITS that is issued consistent with a Biological Opinion. Measures required to conform to the ITS are contained in "reasonable and prudent measures," as are the terms and conditions necessary to implement those measures. In the context of Section 10, incidental take is authorized through an ITP issued pursuant to Section 10(a)(1)(B). Measures contained in the ITP reflect the measures set out in a habitat conservation plan developed by the applicant in conjunction with the USFWS.

Section 10 of the FESA

Under Section 10(a)(1)(B) of the FESA, the USFWS may permit the incidental take of listed species that may occur as a result of an otherwise lawful activity. To obtain a Section 10(a)(1)(B) permit, an applicant must prepare a habitat conservation plan that meets the following five criteria: (1) the taking will be incidental to an otherwise lawful activity; (2) the applicant will, to the maximum extent practicable, minimize and mitigate the impacts of such taking; (3) the applicant will ensure that adequate funding for the plan will be provided; (4) the taking will not appreciably reduce the likelihood of the survival and recovery of the species in the wild; and (5) other measures, if any, that the USFWS requires as being necessary or appropriate for purposes of the plan will be met (16 USC 1539(a)(2)(A)).

b. Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species and any part, egg, or nest of such birds (50 CFR 10.12). The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The take, possession, import, export, transport, sale, purchase, barter, or offering of these activities is prohibited, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

c. U.S. Army Corps of Engineers

The USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the City. In this regard, the USACE acts under two statutory authorities, the Rivers and Harbors Act (33 USC 9 and 10), which governs specified activities in navigable waters, and the Clean Water Act (CWA; Section 404), which governs specified activities in waters of the U.S., including

wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the U.S. and receive protection under Section 404 of the CWA. The USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the CWA (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. The USACE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the U.S.

4.5.2.2 State

a. California Endangered Species Act

Like the FESA, the California Endangered Species Act (CESA) of 1970 provides protection to species considered threatened or endangered by the state of California (California Fish and Game Code, Section 2050 et seq.). The CESA recognizes the importance of threatened and endangered fish, wildlife, and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.

The CESA declares that deserving plant or animal species would be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA establishes that it is state policy to conserve, protect, restore, and enhance endangered species and their habitats. Under state law, plant and animal species may be formally designated as rare, threatened, or endangered through official listing by the California Fish and Game Commission. Listed species are given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

CESA authorizes that "[p]rivate entities may take plant or wildlife species listed as endangered or threatened under FESA and CESA, pursuant to a federal incidental take permit issued in accordance with Section 10 of the FESA, if the CDFW certifies that the incidental take statement or incidental take permit is consistent with CESA" (Fish and Game Code Section 2080.1(a)).

Section 2081(b) and (c) of the CESA allows CDFW to issue an incidental take permit for a state-listed threatened and endangered species only if specific criteria are met. These criteria can be found in Title 14 California Code of Regulations (CCR), Sections 783.4(a) and (b). No Section 2081(b) permit may authorize the take of "fully protected" species and "specified birds." If a project is planned in an area where a fully protected species or specified bird occurs, an applicant must design the project to avoid all take; the CDFW cannot provide take authorization under CESA. On private property, endangered plants may also be protected by the Native Plant Protection Act (NPPA) of 1977. Threatened plants are protected by CESA, and rare plants are protected by the NPPA. However, CESA authorizes that "Private entities may take plant species listed as endangered or threatened under the FESA and CESA through a federal ITP issued pursuant to Section 10 of the FESA, if the CDFW certifies that the ITS or ITP is consistent with CESA." In addition, CEQA requires disclosure of any potential impacts on listed species and alternatives or mitigation that would reduce those impacts.

b. California Fish and Game Code - Sections 1601 to 1603

Streambeds and other drainages that occur within the City are subject to regulation by the CDFW. The CDFW considers most drainages to be "streambeds" unless it can be demonstrated otherwise. A stream is defined as a body of water that flows at least periodically or intermittently through a bed or channel with banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports, or has supported, riparian vegetation. CDFW jurisdiction typically extends to the edge of the blue-line streams, and therefore, usually encompasses a larger area than USACE jurisdiction.

c. California Fish and Game Code - Sections 3503 and 3503.5

Under Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the California Fish and Game Code prohibits take, possession, or destruction of any birds in the orders Falconiformes (raptors) or Strigiformes (owls) or of their nests and eggs.

d. Regional Water Quality Control Board

The federal Water Pollution Control Act (also known as the Clean Water Act) (33 USC 1251 et seq.), as amended by the Water Quality Act of 1987 (PL 1000-4), is the major federal legislation governing water quality. The purpose of the CWA is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Discharges into waters of the U.S are regulated under Section 404. Waters of the U.S. include (1) all navigable waters (including all waters subject to the ebb and flow of tides); (2) all interstate waters and wetlands; (3) all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, or natural ponds; (4) all impoundments of waters mentioned above; (5) all tributaries to waters mentioned above; (6) the territorial seas; and (7) all wetlands adjacent to waters mentioned above.

e. California Natural Community Conservation Planning Act of 1991

The Natural Community Conservation Planning (NCCP) Act is designed to conserve habitat-based natural communities at the ecosystem scale while accommodating compatible land uses in coordination with CESA. CDFW is the principal state agency implementing the NCCP program. The act established a process to allow for comprehensive, long-term, regional, multi-species, and habitat-based planning in a manner that satisfies the requirements of the CESA and FESA (through a companion regional habitat conservation plan). The NCCP program has provided the framework for innovative efforts by the state, local governments, and private interests, to plan for the protection of regional biodiversity and the ecosystems upon which they depend. NCCPs seek to ensure the long-term conservation of multiple species, while allowing for compatible and appropriate economic activity to proceed. Within the county of San Diego, the Final MSCP Plan (County of San Diego 1998) provides the framework for local agencies to prepare subarea plans and enter into implementing agreements with the Wildlife Agencies to obtain take authority under the NCCP.

4.5.2.3 Local

a. North County Multiple Habitat Conservation Program

The North County Multiple Habitat Conservation Program (MHCP) is a comprehensive, long-term regional habitat conservation plan established to protect sensitive species and habitats in northern San Diego County. The North County MHCP encompasses the City of Oceanside, as well at the cities of Carlsbad, Encinitas, Escondido, San Marcos, Solana Beach, and Vista. The program goals are to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46 percent) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species. The MHCP sets forth general and subarea conditions of coverage that must be met for each covered species for the cities to obtain take authorization. The MHCP Subregional Plan and Final Environmental Impact Statement/ Environmental Impact Report were adopted and certified by the SANDAG Board of Directors on March 28, 2003. Each MCHP-encompassing cities must adopt subarea plans and implement agreements with the California Department of Fish and Game and U.S. Fish and Wildlife Service before incidental take permits can be issued. The City has prepared a draft Subarea Habitat Conservation Plan, but does not have plans to finalize the effort.

b. City of Oceanside Draft Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The draft SAP was prepared per the NCCP Act and the CESA. The draft SAP addresses how the City will conserve and protect biological communities and species considered sensitive under the NCCP Act and CESA. Due to the prohibitive cost of program management and a lack of adequate implementation funding and staff resources, the City has decided not to pursue formal adoption of the draft SAP. However, many of the conservation strategies outlined in the draft SAP have been carried forward as GPU policies and are included in the City's planning and biological conservation programs. The most critical draft SAP strategies include creation of habitat preserve areas, wildlife crossing zones, and mitigation ratios for impacts to biological resources.

Habitat Preservation/Preserve Design

The draft SAP is designed to preserve wildlife and habitat as part of the City's permanent open space system. As a goal, the draft SAP was focused on conserving a minimum of 2,511 acres of existing native habitats through preservation and restoration. The draft SAP identifies Focused Planning Areas (FPAs) that generally correspond to those identified in the County of San Diego MHCP. The City FPAs equates to lands identified as preserve and the draft SAP establishes both hardline and softline preserve areas. Hardline preserves are those presently conserved by easement, or which have been designated to be dedicated for permanent conservation in the future. Softline preserve areas are planned to be conserved. The draft SAP preserve planning is shown on Figure 4-1 of the draft SAP.

Wildlife Corridors

One goal of the draft SAP is maintaining functional habitat linkages and wildlife corridors within preserved areas and areas adjacent to the preserve to provide for the movement of wildlife and

native pollinators. The draft SAP identifies a Wildlife Corridor Planning Zone (WCPZ) as shown in Figure 4-1 of the draft SAP. As specified in the draft SAP, properties within the WCPZ are required to be developed such that wildlife habitat value is maintained and enhanced.

Mitigation Standards

The draft SAP developed standards to apply to impacts to vegetation communities. These standards include both ratios for habitat-based mitigation, and guidance to ensure that off-site mitigation is directed to WCPZ and other Pre-Approved Mitigation Areas (PAMA). PAMA are defined as land outside the WCPZ that have significant resource values and would qualify for mitigation credit, as shown in Figure 4-1 of the draft SAP. The standards for mitigating impacts to upland habitats differ according to where the impacted habitat is located as detailed in Table 5-2 of the draft SAP.

Consistent with the MHCP, the draft SAP includes no net loss of wetland vegetation communities.

c. San Luis Rey River Restrictive Covenants

The City has been implementing a flood risk management project along the lower 7.2 river miles of the San Luis Rey River with their federal partner, USACE. The City was required to designate 297.71 acres for conservation as mitigation for project impacts to riparian and riparian scrub habitat for the least Bell's vireo, southwestern willow flycatcher, and other riparian bird and mammal species within the San Luis Rey River, pursuant to California ESA Incidental Take Permit No. 2081-2007-029-05, between the City and CDFW dated February 1, 2008; the Agreement Regarding Proposed Stream or Lake Alteration Notification No. 1600-2007-0173-R5, executed by the City and CDFW dated February 5, 2008; and the Post Authorization Decision Document/Supplemental Environmental Impact Report/Post Authorization Change Report certified by the City, SCH 99061056, dated August 15, 2007. A Declaration of Restrictive Covenants was made by the City on September 22, 2014, to ensure that the designated lands are maintained in a natural condition in perpetuity. These lands are subject to several conditions that identify allowable and restricted land uses to ensure that the permit requirements are maintained.

4.5.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.5.3.1 Policy Framework

The following goals and policies are examples of the broader policy framework intended to minimize impacts to biological resources throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Vital and Sustainable Resources Element (VSR)

The VSR provides the framework for the protection, enhancement, and management of the City's biological resources. The GPU envisions future growth to occur largely through infill and redevelopment in already urbanized areas, enabling open space conservation and the restoration and long-term management of sensitive habitat. The City has incorporated the key principles and guidelines of the draft SAP into the VSR policy framework. Specifically, action item 5-94 proposes to create a citywide long-term monitoring and reporting program for all preserved open space to ensure that 90 percent of included habitat areas are conserved and maintained. Also, the VSR includes mitigation ratios that would be applied to development which results in impacts to sensitive habitat. The proposed mitigation ratios are outlined in Table 4.5-4. Mitigation ratios differ depending on the location of project impacts, whether citywide or within the agricultural exclusion zone.

Table 4.5-4
Required Mitigation Ratios

Habitat Group	Citywide	Agricultural Exclusion Zone
Coastal Wetlands	4:1	N/A
Riparian Habitats Oak Riparian Forest, Riparian Forest, Riparian Woodland Riparian Scrub	 3:1 3:1	 3:1 2:1
Vernal Pools	4:1	2:1 to 4:1
Freshwater Marsh	4:1	2:1
Open Water, Natural Flood Channel, Disturbed Wetlands	2:1 to 1:1	1:1
Marine Habitats, Eelgrass Beds	2:1	N/A
Rare Upland – Beach southern coastal bluff scrub, maritime succulent scrub, southern maritime chaparral, Engelmann oak woodland, coast live oak woodland, native grassland	3:1	2:1
Coastal Sage Scrub – Coastal sage scrub, coastal sage/chaparral mix	3:1	2:1
Chaparral – Chaparral, excluding southern maritime chaparral	1:1	1:1
Annual Grassland – Annual (nonnative) grassland	0.5:1	0.5:1
Other – Disturbed land, agricultural land, eucalyptus	May be subject to a Habitat Development Fee	May be subject to a Habitat Development Fee
NOTE: Mitigation ratios pursuant to Table 5-1 of the GPU Vital and Sustainable Resources Element		

- Goal 5-A: Biological communities and sensitive species native to Oceanside and the San Diego region will be conserved through the protection and enhancement of natural habitat and the establishment and maintenance of wildlife corridors and linkages.
- Goal 5-B: Habitat connectivity, conservation, and restoration will be prioritized within the Wildlife Corridor Planning Zone (WCPZ).
- Goal 5-C: In conjunction with new development and capital improvement projects, degraded habitat will be restored to support native and sensitive wildlife and improve soil stability, flood control, water quality, and groundwater recharge.
- Goal 5-E: Human access to, and use of, the natural environment will be designed to avoid adverse impacts to ecological health and diversity.

- Goal 5-F: Natural areas and the native and sensitive wildlife they support will contribute to soil health, air quality, water quality, groundwater recharge, carbon sequestration, and natural hazard mitigation.

Biological Conservation

- Policy 5-1: Promote the use of conservation easements as the principal means of conserving habitat in perpetuity and protecting natural resources, with a focus on habitat areas within the WCPZ.
- Policy 5-2: Ensure that the city has adequate resources to track and pursue the following long-term targets for ecological preservation and open space conservation:
  - Conserve 90-100 percent of all hardline conservation areas.
  - Conserve a minimum of 2,500 acres of existing native habitats.
  - Conserve a net 100 percent of aquatic and wetland habitats.
  - Conserve of a minimum of 95 percent of rare and narrow endemic species populations within the WCPZ and a minimum of 80 percent throughout the City as a whole.
  - Restore at least 164 acres of coastal sage scrub, including no less than 145 acres within the Wildlife Corridor Planning Zone (WCPZ).
- Policy 5-3: Ensure no net loss of wetland habitat and avoid and minimize impacts to the extent feasible.
- Policy 5-4: Maintain and enhance the biological values of lands within the Hardline Preserves—areas that are already formally conserved and managed by public agencies or land trusts—by limiting recreational access.
- Policy 5-5: Update and enforce the Standard Conditions of Approval to ensure continued protection of the City's biological resources.
- Policy 5-6: Expand the city's inventory of conserved open space by targeting areas within Softline Preserves, as shown in Figure 5-2, in conjunction with future development or capital improvement projects.
- Policy 5-7: Ensure that habitat areas are maintained for wildlife and ecological conservation by implementing best practices including the following:
  - Removal of invasive species compromising the viability of natural habitat.
  - Enforcement against illegal habitation in natural habitat areas and timely and thorough clean-up of both active and abandoned encampments.
  - Adoption of an ordinance enabling removal of feral cats that endanger wildlife.
  - Establishment and enforcement of penalties for unpermitted takings of sensitive habitat, such as higher mitigation ratios and fines.
- Policy 5-8: As part of any development approval, including conversions of agricultural to non-agricultural uses, require preservation, restoration, or enhancement of minimum 100-foot buffers of natural vegetation adjacent to existing wetland vegetation communities.
- Policy 5-9: Address potential edge effects associated with new development in proximity to sensitive habitat – e.g., noise, glare, litter.

- Policy 5-12: Provide regular and thorough monitoring and reporting of ongoing habitat management efforts, including map exhibits and an up-to-date and publicly available inventory of preserve areas that lists conservation measures and responsible parties.
- Policy 5-13: Consider a comprehensive study of opportunities to restore habitat and improve flood control within Loma Alta Creek as a basis for standard requirements for creek-adjacent development. In the absence of such a study, require that all new development maintain at least a 100-foot buffer from the riparian edge of Loma Alta Creek or associated wetlands.
- Policy 5-14: Align conservation in El Corazon with the purpose and intent of the El Corazon Specific Plan.
  - Consider habitat mitigation fees as a funding source for conservation of biological resources.
  - Leverage land leases to prioritize conservation of biological resources.
- Policy 5-15: Explore opportunities to conserve and restore sensitive habitat on other City-owned properties, where impacts to sensitive habitat on other sites can be mitigated.
- Policy 5-16: Collaborate with homeowner associations and other private open space management entities to improve the habitat value of such areas, providing guidance and/or grant assistance to establish native or naturalized plants with high habitat value, ensure that maintenance does not disrupt critical nesting or breeding times of potential present species. Work to incorporate these areas into the City's comprehensive habitat preserve.
- Policy 5-17: Coordinate with the Army Corps and wildlife agencies to establish protocols for the removal of invasive species in sensitive habitat areas.

Wildlife Movement and Connectivity

- Policy 5-19: Provide enhanced wildlife connections for key habitat pinch points as shown on Figure 5-2. These enhanced connections may include the following:
  - Culverts or underpasses
  - Overpasses
  - Funnel fencing
- Policy 5-20: Require 100-foot buffers between new development and Hardline Preserves to protect habitat functions and values. Buffers shall be planted with native species that complement adjacent habitat areas. Where appropriate, buffers may provide for viewing areas, trails, and other passive use features.
- Policy 5-21: Orient building activity and entrances away from preserves and potential preserves and ensure that thick vegetation and compliance with dark sky requirements buffer wildlife from exposure to human activities.

Multi-benefit Open Spaces

- Policy 5-24: Ensure that recreational opportunities along the San Luis Rey River, Loma Alta Creek, Buena Vista Lagoon, and other sensitive habitat areas are compatible with habitat restoration and conservation efforts. Maintaining and enhancing biodiversity in these areas shall be prioritized over recreational use.

- Policy 5-25: Consider opportunities to establish natural habitat in unprogrammed portions of City-owned properties such as parks and road medians.
- Policy 5-26: Design stormwater detention basins and landscaped buffer areas as multi-use amenities providing recreation areas, aesthetic value, and wildlife habitat along with flood control, where feasible.
- Policy 5-27: Integrate habitat conservation and restoration into flood management and fire prevention efforts.
- Policy 5-28: Encourage use of native plants for new development sites, particularly where sites abut habitat preserves and other open space.

Leveraging Development for Conservation

- Policy 5-33: Ensure implementation of habitat-related development requirements including required planting plans and construction best practices.
- Policy 5-35: Within the WCPZ or areas where a biologist has identified supporting or potentially supporting sensitive biological resources, require project proponents to prepare and implement a worker environmental awareness training program prior to equipment staging, grading, or vegetation removal. The training program should be provided to all construction personnel (contractors and subcontractors) and include the following information:
  - The need to avoid effects on sensitive biological resources and the importance of protecting habitat
  - Penalties for not complying with applicable state and federal laws and permit requirements
  - General restrictions and guidelines to be followed by all construction personnel to reduce or avoid effects on sensitive biological resources during construction
  - The life history and habitat requirements of special-status species potentially occurring in or adjacent to the development footprint
  - The terms and conditions of the Biological Opinions and other applicable permits
  - Information regarding invasive plant identification and the importance of controlling and preventing the spread of invasive plant infestations.
- Policy 5-36: Require that project proponents avoid or minimize the introduction or spread of invasive plant species through measures such as the following:
  - Cleaning construction equipment and vehicles in a designated wash area prior to entering and exiting the construction site.
  - Treating small, isolated infestations with eradication methods that have been approved by or developed in conjunction with CDFW and USFWS to prevent or destroy viable plant parts or seeds.
  - Minimizing surface disturbance to the greatest extent feasible to complete the work.
  - Using native/naturalized, non-invasive species or non-persistent hybrids in erosion control plantings to stabilize site conditions and prevent invasive plant species from colonizing.
  - Using weed free imported erosion control materials (or rice straw) in upland areas.

- Policy 5-37: Require new development and public realm updates to incorporate dark sky compliant light fixtures.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU focuses on the City's facilitation of balanced land use to support new development while preserving and enhancing the natural environment and building appropriate connections and effective buffers between these two realms.

- Policy 3-23: Ensure land use compatibility around sensitive habitat areas and high impact uses such as agricultural areas, high intensity industrial uses, and the Camp Pendleton border by requiring adequate physical and visual buffers.

c. SSCSP Environmental Quality

- Goal 1: Oceanside's rich biological resources will be protected, enhanced, and expanded the within the corridors.
- Goal 2: Wildlife will safely move through and beyond the planning area via restored wetland and riparian corridors, conserved upland habitat, wildlife crossings, and dense tree canopy coverage.
- Policy EQ-1 Waterway Buffers: Consider a comprehensive study of opportunities to restore habitat and improve flood control within Loma Alta Creek as a basis for standard requirements for creek-adjacent development. In the absence of such a study, require that all new development maintain at least a 100-foot buffer from the riparian edge of Loma Alta Creek or associated wetlands and restrict new development and lighting within the buffer to protect wildlife habitat and species diversity, facilitate movement of stream flows and ground water recharge, and improve the ability of wildlife to travel through riparian channels. Where feasible, allow public access in the form of open space or a multi-use trail within the waterway edge buffer, and incorporate interpretive signage for educational purposes in public access areas along waterways.
- Policy EQ-2 Wetland and Riparian Habitat Connectivity: Maintain water-related features, including swales, detention basins, and seasonal waterways as open-air features and avoid undergrounding waterways whenever possible. Where feasible, consider daylighting undergrounded waterways, restoring earthen bottoms, integrating benched landscape areas, removing non-native vegetation, and other naturalizing strategies.
- Policy EQ-3 Wildlife Crossings: Where appropriate and feasible, require that major road improvements to Mission Ave, Oceanside Blvd, and Vista Way within the Wildlife Corridor Planning Zone (as shown on Figure 5-1) incorporate wildlife road-crossing improvements such as bridged under-crossings, improved riparian connections, oversized culverts, and/or connected tree canopy, supporting wildlife connectivity and helping to preserve both special status species and access to critical habitat. High-priority wildlife connection locations include the following:
  - Near the intersection of El Camino Real and Oceanside Boulevard
  - Near the intersection of Mission Avenue and Mesa Drive
  - Mission Avenue near Ron Ortega Recreation Park and Goat Hill Park Golf Course

- Policy EQ-4 Planning and Funding: Collaborate with the development community, local conservation groups, SANDAG, Caltrans, and federal and state resource agencies for planning and funding.
- Policy EQ-5 Roadway Improvements: Major roadway improvements shall be defined as projects that are not considered routine maintenance or pavement preservation projects (e.g., construction of new roads, widening of existing roads, construction of curbs and/or sidewalks; construction, replacement and repair of bridges).
- Policy EQ-6 Bridge Spans: Design pedestrian and vehicle bridges over creeks and waterways to span the bed and bank of the creek and to avoid placing bridge piers or footings within the creek, within bridge safety limits.
- Policy EQ-7 Bird-Friendly Design: Incorporate bird-friendly-building design features, consistent with the associated voluntary standards of the California Green Code, wherever feasible.
- Policy EQ-8 Plant Selection: Require all new or renovated developments and streetscape designs to use planting palettes of native or naturalized low-water plant species that are climate appropriate, support local insects and animals, and require minimal irrigation.
- Policy EQ-9 Limit Turf: Limit irrigated turf to areas intended for active recreation, such as picnic areas and playing fields, in order to reduce water use and increase the use of low-water habitat-supporting landscape plants. Explore low-water alternatives, including drought tolerant varieties of turf-grasses and artificial turf, for all lawn areas.
- Policy EQ-10 Urban Forestry: Improve the street tree canopy along Mission Avenue, Oceanside Boulevard, Vista Way, and all surrounding side streets by filling gaps in the existing street tree canopy with large canopy trees along the roadway and in landscaped medians, selecting low-water native or naturalized tree species with mature canopy sizes of at least 30 feet in diameter.
- Policy EQ-11 Tree Root Health: In areas with extensive paving or where limited space is available for street tree basins, and where tree basins are smaller than 16 square feet, require the use of suspended pavement, a structural cell system, and/or sidewalk tree grates to prevent soil compaction and support healthy root growth.
- Policy EQ-12 Soil and Water Resource Monitoring: Require development applications to include a preliminary soils report and hydrologic and hydraulic analyses.

4.5.4 Sensitive Species and Habitat

4.5.4.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to sensitive species and habitat are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Have substantial adverse effects, 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 CDFW or USFWS?
- Result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

4.5.4.2 Impact Analysis

As shown in Figures 4.5-4 and 4.5-5, critical habitats which could support listed plants and wildlife are located throughout the City. Additionally, as detailed in Tables 4.5-2 and 4.5-3, habitats throughout the City have the potential to support 17 sensitive plant species and 63 sensitive wildlife species (CDFW 2024b). Future development within the Areas of Change, especially within the SSCSP Planning Area, would have the potential to encroach upon USFWS designated critical habitats and would have the potential to adversely affect sensitive plant and wildlife species. Specifically, future development anticipated within the SSCSP Planning Area would be located within and adjacent to complex wetland, riparian, and upland ecosystems, that support a diverse array of habitat and wildlife resources. Undeveloped grasslands, coastal sage scrub, chaparral, marshes, and wetlands along the corridors accommodate many native and protected animals such as the least bell's vireo, southwestern willow flycatcher, golden eagle *(Aquila chrysaetos*), burrowing owl *(Athene cunicularia*), and southern california rufous crowned sparrow *(Aimophila ruficeps canescens*). Additionally, vegetation communities including spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and others listed in Table 4.5-3 could be affected by development within the SSCSP Planning Area and throughout the City.

All future development would be required to adhere to the proposed goals and policies included in the VSR focused on minimizing adverse direct effects to sensitive habitat and species.

The proposed Conservation Framework, shown in Figure 4.5-6, provides guidance for future development by identifying existing and potential preserves and outlining strategies for avoiding, restoring, and reducing impacts to wildlife corridors and planned preserve areas. The GPU Conservation Framework is intended to mimic the conservation strategy identified in Figure 4-1 of the draft SAP. Many strategies and concepts of the GPU are taken from the draft SAP and would be implemented through GPU and SSCSP policy compliance (see Section 4.5.3).

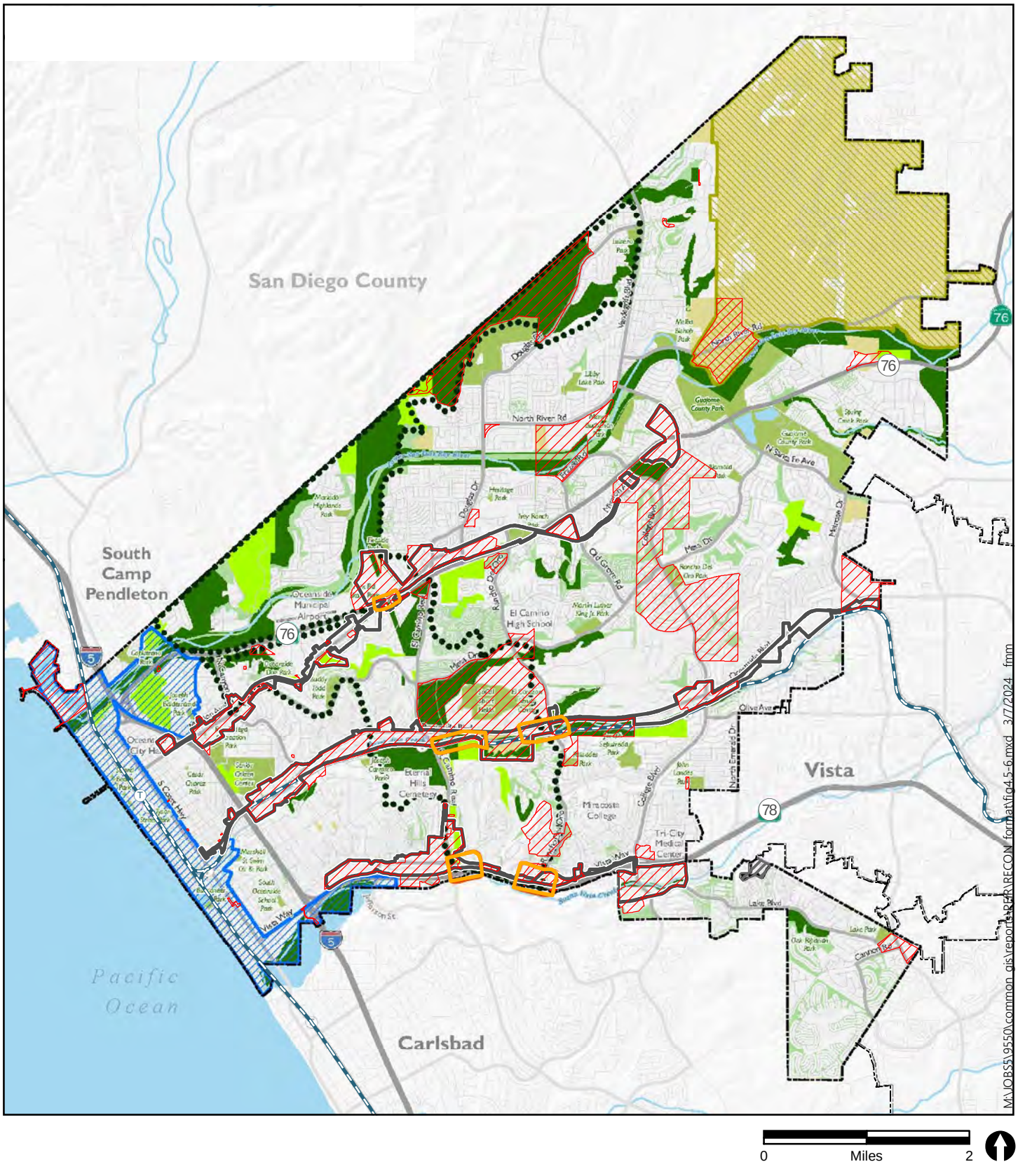


FIGURE 4.5-6

Proposed General Plan Update Conservation Framework

The WCPZ is intended to create safe crossings and linkages for animals to pass and provides a focused area for habitat preservation from the U.S. encompasses property that contributes to the north–south, regional coastal California gnatcatcher steppingstone corridor, with existing conserved lands north of the San Luis Rey River completing the connection to Marine Corps Air Station Camp Pendleton. Specific goals and policies within the VSR address the avoidance, conservation, or enhancement of the WCPZ. Specifically, VSR Policy 5-1 promotes the use of conservation easements with a focus on habitat areas within the WCPZ and commits to conserving a minimum of 95 percent of rare and narrow endemic species populations and at least 160 acres of coastal sage scrub within the WCPZ (VSR Policies 5-1 and 5-2). Implementation of the WCPZ would help reduce adverse effects to sensitive habitats and species through creation and preservation of habitat connectivity. See Section 4.5.6 for additional discussion and analysis of the City's wildlife corridors.

The VSR provides the framework for the maintenance of established preserves and creation of additional preserves as set forth in the draft SAP. The VSR would establish both hardline and softline preserves where development would be restricted or limited and subject to compliance with the GPU and SSCSP policy framework detailed in Section 4.5.3.1. Hardline preserves are defined as high-quality habitat areas already formally conserved and managed by land trusts, as identified in the draft SAP. The GPU seeks to strengthen and unify the management structure for these open spaces and ensure ongoing conservation through development of a citywide management plan. As shown in Figure 4.5-6, proposed hardline preserve areas are within portions of the Areas of Change. Specifically, land north and south of Oceanside Boulevard between two mapped WCPZs, and land south of the eastern half of Mission Avenue. The City is committed to conserving 90-100 percent of the designated Hardline Preserve. The hardline areas are under conservation easements and development is limited subject to specific Habitat Management Plans. The VSR supports the City's preserves through implementation of the following policies: encourage the maintenance and enhancement of the biological values of lands within the hardline preserves by limiting recreational access (VSR Policy 5-4); and expand the City's inventory of conserved open space by targeting areas within softline preserves (VSR Policy 5-6). Additionally, the City will require 100-foot buffers between new development and hardline preserves to protect habitat functions and values (VSR Policy 5-20).

Increased development potential consistent with the GPU and SSCSP could result in adverse indirect impacts due to developments proximity to sensitive species and/or habitat. Future development would be reviewed for consistency with VSR Policy 5-9 requiring projects to address potential edge effects. Additionally, VSR Policies 5-19 and 5-20 require buffering 100 feet from hardline preserves to protect habitat function and values.

Implementation of the Conservation Framework, including policies related to WCPZ and the City's preserves would ensure the City implements an overall conservation strategy ensuring sufficient habitats remain conserved to support sensitive species. Additionally, the implementation of GPU policies would support conservation and restoration of sensitive habitat.

Although GPU and SSCSP policies would support conservation of habitats in the City, implementation of the policies alone would not ensure avoidance of all potential impacts to sensitive, special status or candidate species. Even with implementation of the policy framework, future development could directly and indirectly impact sensitive, or special status species during construction and operation of development projects. As applicable to the particular project, the City would require individual

development projects to implement the following Standard Conditions of Approval (SCOA) as conditions of project approval:

SCOA-BIO-1: Land Use Adjacency Guidelines

All development adjacent to identified biologically sensitive areas, including but not limited to hardline and softline preserves, shall implement the following Land Use Adjacency Guidelines (LUAG) to ensure that the project would not result in any indirect impacts to the adjacent sensitive habitat. Overall, potential indirect effects from drainage, toxics, lighting, noise, barriers, invasives, and brush management from project construction and operation shall not adversely affect off-site adjacent habitat. Projects shall comply with all aspects of these LUAG.

Drainage: All new and proposed projects in and adjacent to sensitive habitat must not drain directly into the off-site property. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the adjacent land. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.

Toxins: Land uses that use chemicals or generate by-products are potentially toxic or impactive to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials. Such measures should include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly owned property as leases come up for renewal.

Lighting: Lighting of all developed areas adjacent to sensitive habitat should be directed away from such land. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the sensitive habitat and sensitive species from night lighting.

Noise: Uses in or adjacent to sensitive habitat should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the area. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.

Barriers: New development adjacent to sensitive habitat may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the boundaries to direct public access to appropriate locations and reduce domestic animal predation.

Invasives: No invasive non-native plant species shall be introduced into areas adjacent to sensitive habitat.

Brush Management: New residential development located adjacent to sensitive habitat must be set back from the edge of the habitat to accommodate the City's brush management requirements. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to listed species to the maximum extent possible. For all new developments, regardless of the ownership, the brush management would be the responsibility of a homeowners association or other private party.

SCOA-BIO-2: Construction Best Management Practices

All development within or adjacent to identified biologically sensitive areas shall implement the following best management practices (BMPs) during construction activities:

1. Prior to construction, temporary fencing (with silt barriers) shall be set along the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into proposed on-site open space and/or adjacent native habitat. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the City of Oceanside. Temporary construction fencing shall be removed upon project completion.

2. Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures.

3. The project applicant shall develop an educational pamphlet (in English and Spanish) for the identification of raptor nests and to guide tree pruning/removing activities during the breeding season. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31).

4. A monitoring biologist shall be onsite during (a) initial clearing and grubbing of all native habitats and (b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology.

5. All trash and debris shall be confined in enclosed bins located within staging areas.

6. No pets will be allowed within the construction area.

7. Any soil or other material stockpiled during construction that could be easily transported by wind or rain shall be covered when not actively in use.

8. No materials shall be placed where they may enter sensitive habitat, receiving waters, or a storm drain, or be subject to wind or runoff erosion and dispersion.

9. Appropriate washout, trackout, and dust control BMPs shall be implemented during construction.

10. All vehicles and equipment scheduled for use in construction on the site shall be clean and free of mud or vegetation that could introduce plant pathogens or propagules of non-native plants. This includes equipment hauled into the site. The importance of this measure shall be discussed in the environmental awareness training materials.

11. No construction vehicles or machinery shall be allowed outside of the delimited parking, staging, and work areas.

12. All vehicles and equipment used on-site shall be well maintained and checked upon site entry for fuel, oil, and hydraulic fluid leaks or other problems that could result in spills of toxic materials. Drip pans will be used under all vehicles and equipment when not in active use.

13. All vehicle fueling and maintenance activities will occur at least 100 feet away from any wetland, stream, or other water body unless in a designated area with appropriate berms to prevent spills from traveling beyond the upland work area.

14. A Stormwater Pollution Prevention Plan (SWPPP) shall be developed for the project and all measures included in the SWPPP shall be implemented during all phases of construction, as appropriate.

15. Temporary erosion control materials shall be inspected on a regular basis during construction consistent with the SWPPP, and any required repairs shall be implemented immediately.

16. For any work within aquatic features or required setback around such features, the contractor shall be prepared to handle any localized hazardous waste spills (e.g., gas, oil, or pesticides). Spill control and cleanup materials (e.g., oil absorbent pads, fiber rolls) shall be kept on-site at all times in case a spill occurs. Any waste materials including, but not limited to, raw cement/concrete or washings thereof, asphalt, paint, construction waste, or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic life, should be prevented from contaminating the soil and/or entering any waterway or sanitary sewer system.

17. All erosion control materials should use certified weed-free straw or other biodegradable, weed-free materials. No materials containing monofilament netting shall be used.

SCOA-BIO-3: Biological Monitoring

In order to prevent inadvertent disturbance to on-site sensitive habitat during construction, a qualified biologist shall be contracted to perform biological monitoring during all grading, clearing, grubbing, trenching, and construction activities. The following shall be completed:

1. The qualified biologist shall perform the monitoring duties before, during and after construction.

2. The applicant shall provide a copy of the biological monitoring contract, and cost estimate to the City of Oceanside.
3. A Biological Monitoring Report shall be prepared and presented to the City of Oceanside to substantiate the supervision of the grading activities, and state that grading or construction activities did not impact any sensitive resources.

4.5.4.3 Significance of Impacts

Buildout under the GPU and SSCSP would result in increased development within the Areas of Change and throughout the City. New development has the potential to impact sensitive plant and wildlife species either directly through the loss of habitat (including critical habitat) and/or direct take, or indirectly by placing development in or adjacent to sensitive habitat. Specifically, impacts to federal- or state-listed species, Narrow Endemic Species, plant species with a California Native Plant Society (CNPS) Rare Plant Rank of 1 or 2, and wildlife species included on the CDFW's Special Animals List could occur. Potential impacts to sensitive species and/or designated critical habitat of listed species would be reduced through regulatory compliance and adherence to proposed GPU and SSCSP policies and application of SCOA. SCOA would be applied to ensure site-specific conditions are evaluated to minimize adverse effects to sensitive species and habitats. Nonetheless, absent project-specific development plans, it is not possible to state whether impacts to sensitive species and/or habitat are adequately protected. Therefore, at this program level, without the benefit of project-specific design measures and development plans, impacts would be significant.

4.5.4.4 Mitigation

BIO-1: Biological Assessment and Habitat Based Mitigation

Prior to approval of development permits, where new development is proposed on land that may support special-status species or sensitive vegetation communities, the City shall require an assessment of potential impacts to existing biological resources. The assessment must be conducted by an independent, qualified biologist. The biological analysis shall include an evaluation of the project's direct, indirect, and cumulative impacts to sensitive species, sensitive habitats and wetlands. Surveys shall follow guidelines established for state- and/or federally-listed species. The analysis shall evaluate how the project has been designated to minimize and avoid impacts to the extent feasible and demonstrate consistency with the GPU and SSCSP policy framework, as applicable. Any unavoidable impacts to sensitive habitats shall me mitigated following the ratios identified in the City's VSR Table 5-1. The location of mitigation shall not be isolated and shall support overall buildout of the City's preserve system. The biological analysis shall identify species present or with a potential to occur on-site and shall identify avoidance strategies to minimize or avoid impacts to special-status species. Any potential impacts to state- or federally-listed species or their habitats and/or to jurisdictional waters would require permitting under the appliable regulatory agency including but not limited to the USACE, USFWS, CDFW, and the Regional Water Quality Control Board. Any unavoidable wetland impacts shall be mitigated to ensure a no net loss of wetlands. The analysis shall identify mitigation to ensure adverse effects are minimized to the extent feasible, consistent with the City's policy and conservation framework. A monitoring and reporting program that ensures

long-term stewardship of sensitive habitats conserved as mitigation or avoidance shall be implemented.

BIO-2: Conservation Requirements

1. Prior to approval of development permits, require all mitigation sites to be designated as Preserve, protected by legally binding conservation easements and managed in perpetuity by a qualified and adequately resourced entity (e.g., private land trust, government agency).
2. Utilize City-owned habitat areas primarily to mitigate impacts associated with capital improvement projects and other City-initiated actions.
3. Allow mitigation outside of Oceanside only as a last resort and only when such mitigation contributes to habitat connectivity in areas covered by the North County Multiple Habitat Conservation Plan.

4.5.4.5 Significance after Mitigation

Projects with the potential to impact sensitive species and/or sensitive habitats would be required to implement mitigation measures BIO-1 and BIO-2 which requires a project-specific biological assessment to inform required mitigation measures including avoidance, mitigation ratios, and monitoring. Through implementation of mitigation measures BIO-1 and BIO-2, potentially significant impacts to sensitive species/habitat would be reduced to less than significant levels.

4.5.5 Jurisdictional Wetlands and Waters

4.5.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to jurisdictional wetlands and waters are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.5.5.2 Impact Analysis

As shown in Figure 4.5-3, portions of the Areas of Change are adjacent to mapped wetlands. As stated above, within the SSCSP, the corridors lie within complex wetland ecosystems. Projects within these areas would have the potential to impact jurisdictional wetlands and waters. Future development is required to conform with federal and state regulations relating to the protection of wetlands. Additionally, projects would be reviewed for consistency with GPU and SSCSP policies. VSR Policies 5-2 and 5-3 state the City's goal of no net loss of wetland habitat. As part of any development approval, VSR Policy 5-8 supports the preservation, restoration, or enhancement of minimum 100-foot buffers of natural vegetation adjacent to existing wetland vegetation communities. Within the SSCSP Planning Area, all new development is encouraged to maintain at least a 100-foot buffer from the riparian edge of Loma Alta Creek or associated wetlands (SSCSP Policy EQ-1).

Application of GPU and SSCP policies would not, on their own, capture all potential direct and indirect adverse effects to wetland habitat during construction and operation of development projects. However, the policy framework would ensure project designs incorporate buffering and encourage restoration of degraded habitat adjacent to wetlands. In addition, future development adjacent to wetlands would be required to implement SCOA-BIO-1 through SCOA-BIO-3, in addition to SCOA BIO-4, which would ensure avoidance of indirect impacts to wetlands during construction.

SCOA-BIO-4: Protection of Wetlands during Construction

Prior to commencement of construction activities, all wetland/riparian areas are to be clearly identified on the site using flagging, lathe, pin flags, or other methods sufficient to ensure that construction equipment does not enter protected areas. Field demarcation of wetlands shall be in agreement with the findings of a jurisdictional wetland delineation or biological resources assessment produced by a qualified biologist with experience in wetland delineation. Exclusion markers will be removed after construction is complete. This measure is additive to any applicable state or federal permits issued for specific projects.

4.5.5.3 Significance of Impacts

Development under the GPU and SSCSP could encroach upon jurisdictional wetland and waters. Potential impacts to wetland areas would be reduced through regulatory compliance and adherence to proposed GPU and SSCSP policies and application of SCOA. As detailed in the SCOA new development and redevelopment projects identified as having wetlands on or adjacent to a project site, or in proximity to where an adverse effect to wetland habitat could occur, would be required to include project design measures to implement the LUAG, and during construction implement protective construction measures and biological monitoring. Nonetheless, absent project-specific development plans, it is not possible to state whether impacts to on- and off-site wetlands would be adequately protected. Therefore, at this program level, without the benefit of project-specific design measures and development plans, impacts would be significant.

4.5.5.4 Mitigation

Implementation of mitigation measures BIO-1 and BIO-2, detailed in Section 4.5.4.4, would be implemented. With implementation of mitigation measure BIO-1 and BIO-2, impacts to wetlands resources would be less than significant.

4.5.5.5 Significance after Mitigation

Projects with the potential to impact wetland habitat would be required to implement mitigation measures BIO-1 and BIO-2 which requires a project-specific biological assessment to inform required mitigation measures including avoidance, mitigation ratios, and monitoring. Through implementation of mitigation measures BIO-1 and BIO-2, potentially significant impacts to wetland habitat would be reduced to less than significant levels.

4.5.6 Wildlife Corridors

4.5.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to wildlife corridors and nursery sites are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, 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?

4.5.6.2 Impact Analysis

Under the GPU and SSCSP, most of the new density and intensity of development would be focused within the City's corridors which are built-up and not conducive to supporting wildlife corridors. However, portions of the Areas of Change are within or adjacent to areas proposed by the General Plan as a WCPZ or designated as Priority Wildlife Crossing Areas (see Figure 4.5-6). Future development would have the potential to encroach upon these areas resulting in a significant impact to wildlife corridors.

The City has developed strategies to enhance biological connectivity. As discussed in Section 4.5.3.1.a, proposed GPU policies support establishment of the WCPZ as the City's main area of focus for habitat preservation. This zone varies in width from one to two miles along most of its length and is centered roughly along El Camino Real and the associated San Diego Gas & Electric Company electric transmission corridor, an area protected by wildlife travel easements. Specifically, VSR Policies 5-1 and 5-2 provide guidance for long-term conservation and restoration efforts in the WCPZ. Additionally, restrictions on new, non-native landscaping would encourage establishment of plantings favorable to gnatcatcher use during dispersal and discourage non-native plantings that may inhibit gnatcatcher use.

As shown in Figure 4.5-6, the City has identified opportunities for wildlife crossings in an attempt to secure wildlife movement through the mostly built environment. The City intends to prioritize an underpass at State Route 76 and Mission Avenue, and plans to facilitate wildlife crossings across other major roadway barriers. To further encourage the maintenance and establishment of wildlife corridors and crossings, future development within the SSCSP Planning Area would be required to adhere to applicable proposed goals and policies relating to wildlife corridor planning. SSCSP EQ Goal 2 encourages the restoration and conservation of land to support wildlife crossings, and dense tree canopy coverage. Implementation of SSCSP Policy EQ-3 requires road improvements to Mission Avenue, Oceanside Boulevard, and Vista Way within the WCPZ (as shown on Figure 4.5-6) incorporate wildlife road-crossing improvements such as bridged under-crossings, improved riparian connections, oversized culverts, and/or connected tree canopy, supporting wildlife connectivity and helping to preserve both special status species and access to critical habitat. High-priority wildlife connection locations include the following:

- Near the intersection of El Camino Real and Oceanside Boulevard;
- Near the intersection of Mission Avenue and Mesa Drive; and
- Mission Avenue near Ron Ortega Recreation Park and Goat Hill Park Golf Course.

The City is also committed to the preservation and increased density of large canopy trees. In addition to providing shade, aesthetic value, and greenhouse gas benefits (see Sections 4.2 and 4.9), large canopy trees offer biological value to breeding and migrating birds. The SSCSP emphasizes maintenance of existing canopy trees and expanding the urban forest within the corridors. Future development that could impact existing trees impeding migratory travel and breeding. Application of GPU and SSCSP policies would not, on their own, capture all potential to impact to wildlife corridors and nesting sites during construction and operation of development projects. Therefore, future development throughout the City would be required to include the following SCOA to be carried out as conditions of project approval:

SCOA-BIO-5: Protection of Raptors/Migratory Birds

All development shall avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat will occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a qualified biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or state-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the qualified biologist, the following buffers shall be established: (1) no work within 300 feet of a non-listed nesting migratory bird nest and (2) no work within 500 feet of a listed bird or raptor nest. The City may reduce these buffer widths depending on site-specific conditions (e.g., the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths above, the project applicant shall submit a formal request prepared by a qualified biologist recommending a buffer reduction supported by evidence that the reduction would not adversely affect nesting birds. The City would have the discretion to approve buffer width reductions provided adequate evidence is provided to support a reduction to the buffer.

4.5.6.3 Significance of Impacts

Future development under the GPU and SSCSP would increase residential density and intensity of land uses which could result in impacts to migratory wildlife including the use of wildlife movement areas. In addition, future construction activities may require vegetation removal and/or construction activity noise levels that could disturb nesting birds. However, adherence to federal and state regulations, City planning strategies, GPU policy compliance, and implementation of SCOAs would ensure impacts associated with wildlife corridors and nursery sites would be less than significant.

4.5.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.7 Local Protection Policies and Habitat Conservation Plans

4.5.7.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to local protection policies and habitat conservation plans are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.5.7.2 Impact Analysis

As described in Sections 4.5.2.3.a and 4.5.2.3.b, the City is part of the North County MHCP Regional planning effort, which led to the preparation of the City's draft SAP. As stated previously, the City has opted not to pursue the formal adoption of the draft SAP. Instead, the City has incorporated the key principles and guidelines of the draft SAP in the VSR, SSCSP, and biological SCOA. Future development would be required to adhere to relevant policies summarized, which provide examples of biological preservation policies. Additionally, future development would be required to implement SCOA, the drafting of which was guided by and consistent with the draft SAP. Therefore, no conflict with habitat conservation plans would occur.

4.5.7.3 Significance of Impacts

Compliance with proposed GPU and SSCSP policies and SCOA would result in the implementation of key principles and guidelines established in the City's draft SAP. The project would not conflict with an adopted or approved habitat conservation plan. Impacts would be less than significant.

4.5.7.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.8 Cumulative Analysis

Cumulative impacts consider how a project may affect biological resources on a regional scale. The cumulative study area includes the localized habitat areas defined generally by topography and man-made features that reduce wildlife movement and generally create a local wildlife ecoregion. This ecoregion includes the entirety of the City. Future development projects would result in potentially significant impacts to sensitive species and upland habitats and wetland habitats, which could include jurisdictional wetlands. The combined impacts of multiple projects could result in a cumulatively significant impact to these biological resources. Future development would adhere to regulations and proposed policies focused on the protection and preservation of biological resources. Additionally, future projects would apply SCOA and mitigation measures BIO-1 and BIO-2 which

require the preparation of project-specific biological assessment to inform project-specific mitigation measures including avoidance, mitigation ratios, and monitoring. Implementation of these mitigation measures would ensure that project level impacts to archaeological resources would be less than significant. Therefore, the combined incremental contribution of individual projects to cumulative historical resources impacts would be less than significant.

Impacts related to wildlife corridors and habitat conservation plans, natural community conservation plan, or other approved local regional or state habitat conservation plan, or any local policies or ordinances would be less than significant and would not contribute to a cumulative impact for these issues. The project would not contribute to a cumulative biological impact. Cumulative impacts would be less than significant.

4.6 Cultural and Tribal Cultural Resources

This section addresses potential project impacts related to cultural resources that could result from implementation of the Onward Oceanside project, which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.6.1 Existing Conditions

The cultural setting of the City is embedded in its rich prehistoric and Native American history as documented through archaeological studies.

4.6.1.1 Cultural Setting

a. Prehistory

Evidence for continuous human occupation in the San Diego County region spans the last 10,000 years. The accumulation of cultural evidence throughout the San Diego region is broken down by a chronology of generalized time periods: Paleoindian (pre-5500 BC), Archaic (800 BC–AD 500), Late Prehistoric (AD 500–1769), and Ethnohistoric (post-AD 1769). Each of these periods represents a time frame of archaeological culture (also known as a complex).

The Paleoindian Period refers to a time approximately 12,000 years ago at the end of the last ice age when humans first appeared in the archaeological record in North America. During this period, evidence of the San Dieguito Complex can be found in all of San Diego County, parts of Riverside County, north through the Mojave Desert, east through western Arizona, and south into northern Baja California and northern Sonora (Rogers 1966). The San Dieguito Complex assemblage is dominated by finely made scraping and chopping tools, such as well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped projectile points.

The Archaic Period, as represented by the Pauma Complex, is characterized by subsistence economies supported through the exploitation of hard seeds. The Pauma Complex assemblage consists primarily of processing tools; milling stones, hand stones, slab and basin metates, battered cobbles, heavy crude scrapers, incipient flake-based tools, and cobble-core reduction. Pauma Complex sites lack the shellfish that dominates many coastal La Jollan Complex sites. Pauma Complex sites are typically found on terraces or ridges above a water source such as a stream.

The Late Prehistoric Period in northern San Diego County is represented by the San Luis Rey Complex. San Luis Rey I is characterized by slab metates and mortars, both of which can be found in shaped and unshaped, bedrock and portable configurations. Cremations, bone awls, and stone and shell ornaments are also prominent in the material culture. In the San Luis Rey II assemblage, pottery cooking and storage vessels, cremation urns, and polychrome pictographs appear. Chipped stone arrowpoints are dominated by the Cottonwood Triangular series but Desert side-notched, Dos Cabezas serrated, leaf-shaped, and stemmed styles also occur (True 1966, 1970).

A major shift in prehistoric social organization began with the Ethnohistoric Period. Luiseño settlement systems have been carefully reconstructed on the basis of extensive ethnographic and ethnohistoric research (Bean and Shipek 1978; Kroeber 1925; Sparkman 1908; Strong 1929; White 1963). A Luiseño clan controlled one, or possibly more, specified territories, called rancherias. White (1963) suggests that the Luiseño settlement system consisted of a series of villages or rancherias located on terraces above a valley bottom watercourse (e.g., the San Luis Rey River). The rancheria owned territory in a contiguous strip leading from the valley bottom to upland areas. This vertical pattern of rancheria territory facilitated gathering plant foods throughout the year. In early spring, tubers and berries first ripened along the watercourse below the rancheria. As spring turned to summer, chaparral plants near the rancheria became ripe. Later, those at a higher elevation above the rancheria ripened. In fall, people moved temporarily to higher elevations (e.g., Palomar Mountain) for the acorn harvest (White 1963).

b. History

The Spanish Period in Alta California (1769–1821) represents a time of European exploration and settlement. Military and religious contingents established the San Diego Presidio and the San Diego Mission in 1769. In 1798, Mission San Luis Rey de Francia was founded on the San Luis Rey River approximately 4.75 miles from the Pacific Ocean. The mission system introduced horses, cattle, sheep, and agricultural goods and implemented new construction methods and architectural styles.

During the Mexican Period (1821–1848), the missions were secularized, opening vast tracts of former mission lands for private use and settlement. The southern California economy became increasingly based on cattle ranching. Rancho Santa Margarita y Las Flores, present-day Camp Pendleton Marine Corps Air Station, is the closest rancho to Oceanside and sits on the northern border of the City of Oceanside (City). The Mexican Period ended when Mexico signed the Treaty of Guadalupe Hidalgo on February 2, 1848, concluding the Mexican-American War (1846–1848; Rolle and Verge 2008). California became a state in 1850.

Mission San Luis Rey was left mostly abandoned from 1846 until 1892, although in 1865 President Abraham Lincoln executed title deeds, which returned it to the Catholic Church (Engelhardt 1921). The mission was restored in 1892–1893 by two Franciscans from Mexico and rededicated on May 12, 1893.

The great influx of Americans and Europeans, beginning with the Gold Rush in the summer of 1848, and the American homestead system encouraged settlement beyond the coastal plain. During the 1870s, early pioneers established the Township of San Luis Rey. However, the area along the coast remained undeveloped during this time. By 1883, the California Southern Railway, a branch of the

Santa Fe Railroad, was completed and ran along the San Diego coast and ultimately connect with San Bernardino. The selected coastal route for the railroad determined the future of many coastal town sites, Oceanside included, and led to relatively rapid development of the areas along the rail line (City of Oceanside 2023).

The federal government granted homesteads to Andrew Jackson Meyers and Cave J. Couts, who surveyed and mapped the townsite. Both homesteads were in the vicinity of what would become downtown Oceanside. J. Chauncey Hayes was a real estate agent that sold the new lots and played a significant role in the City's building 1880s boom. Hayes wrote the petition for the first post office and named it "Ocean Side", but was later changed to Oceanside. The City incorporated in 1888 and the first train depot was built. The first of a series of piers was constructed in 1888 at the foot of what is now Wisconsin Street, but it was destroyed by a storm during the winter of 1890–1891. A second pier, the first of five constructed at the foot of what is now Pier View Way, was built in 1893. Between 1900 and 1910, churches, a lumber company, a hotel, a public library, and schools were erected. In 1914 Tents City was established by businessmen to profit from the popular pastime of beach camping. The construction of Highway 101 (Hill Street/Coast Highway) connecting Los Angeles and San Diego in the 1920s spurred additional growth (Hawthorne 2015; City of Oceanside 2023). Growth slowed during the Great Depression.

In 1942, the United States government purchased Rancho Santa Margarita y Las Flores for the establishment of Marine Corps Base, Camp Joseph H. Pendleton (Pourade 1969). The establishment of Marine Corps Base, Camp Joseph H. Pendleton was a tremendous boost to Oceanside's economy, especially in housing and municipal services. The City's population grew from 4,652 in 1940 to almost 13,000 in 1950. In 1943, the existing steel pier was severely damaged in a storm. In 1946 a municipal bond was passed to finance the construction of a new pier, at 1,900 feet the longest pier on the west coast at the time. The growth trend continued during the Korean War as more service-associated families moved into the area. In the 1960s, the Oceanside Small Craft Harbor was constructed and became a tourist destination. The City dedicated its sixth pier in 1987 (City of Oceanside 2023).

4.6.1.2 Existing Cultural Resources

A records search was requested from at the South Coastal Information Center (SCIC) at San Diego State University in 2020 and a sensitivity map was prepared to identify potential areas of cultural importance. The records search inventoried previous archaeological investigations, previously recorded historic and prehistoric archaeological resources, and built-environment resources as well as a review of the following databases:

- National Register of Historic Places (NRHP)
- California Register of Historical Resources (CRHR)
- California Historical Landmarks, California Points of Historical Interest
- California Office of Historic Preservation's Built-Environment Resources Directory (BERD) for Oceanside

a. Historic Built-Environment Resources

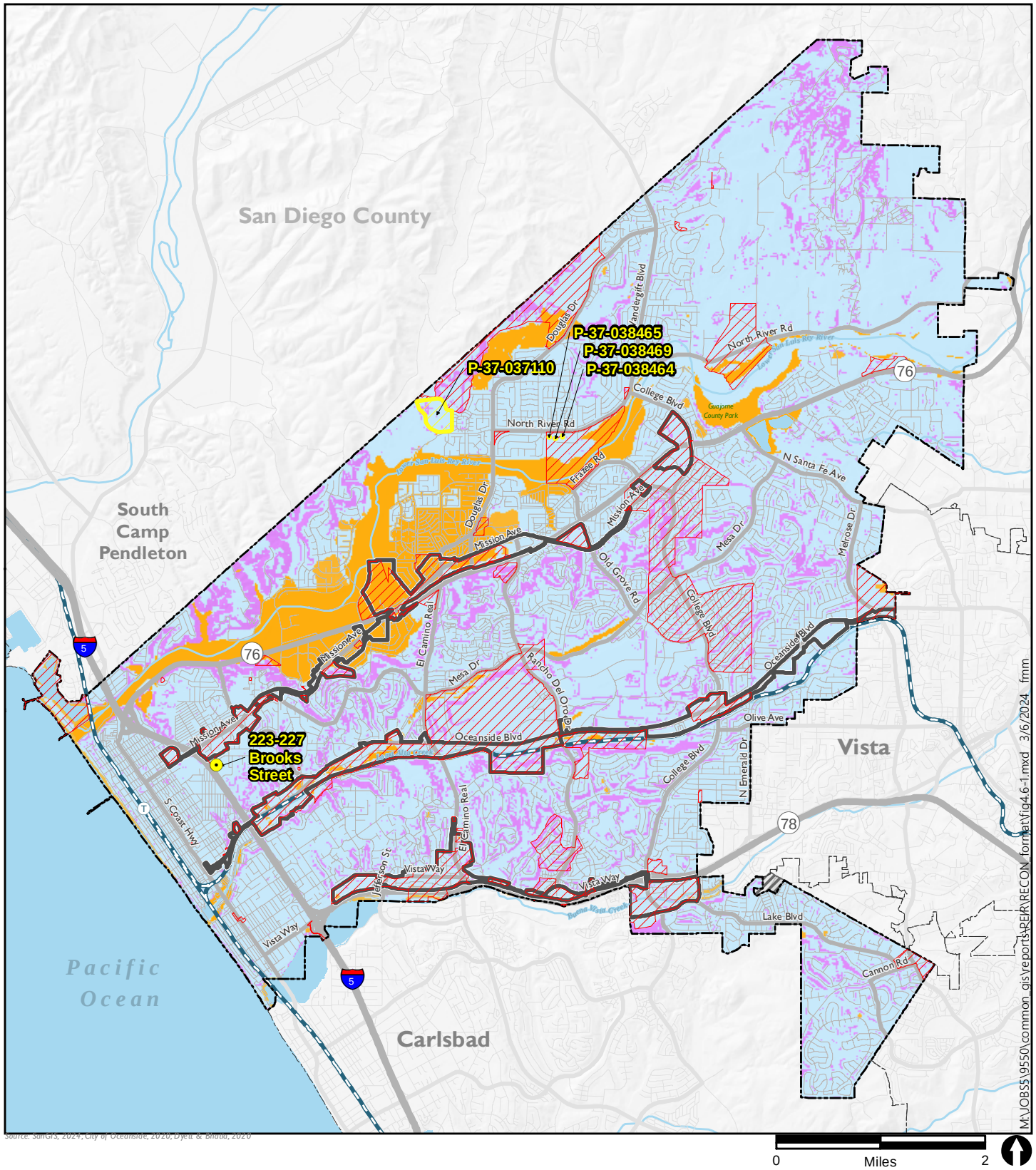
The 2020 SCIC records search indicated that there are 268 resources. Of these, 74 represent built-environment resources. Additionally, 345 historic addresses within the City limits are listed in the BERD. These resources include commercial buildings, single-family property, multi-family property, public utility buildings, religious buildings, engineering structures, a railroad, and roads/highways. Of the 345 historic addresses, one historic address (223-227 Brooks Street) and four built environment resources (P-37-037110/wastewater treatment plant, P-37-038464/single-family property, P-37-038565/single-family property, and P-038469/single-family property) are within the Area of Change (Figure 4.6-1). The historic address has not been evaluated for significance under the California Environmental Quality Act (CEQA). The four built-environment resources have been recommended not eligible for significance under CEQA guidelines (Rincon Consultants 2017; Heritage Resources 2019a, 2019b, and 2019c).

Five resources are listed on the NRHP: Americanization School (#940000311, 1210 Division Street), the Charles Libby House (#78000748, 636 Rockledge Street), Oceanside City Hall and Fire Station (#89000257, 704 and 714 Pier View Way), Rosicrucian Fellowship Temple (#95000390, 2222 Mission Avenue), and San Luis Rey Mission Church (#70000142, on State Route 76). The Mission San Luis Rey de Francia is a California Historical Landmark #239 and All Saints Church is a Point of Interest (P319). The Mission San Luis Rey Historic Area is a City designed resource. As shown in Figure 4.2-5: Historic Overlay District/Designated Historic Resources, none of the NRHP, California Historical Landmark, or the Point of Interest resources are within the Area of Change.

b. Archaeological Resources

The 2020 SCIC records search indicated that there are 14 historic-era, 163 prehistoric (137 sites and 26 isolated artifacts), 16 multi-component resources (with both historic and prehistoric components), and 1 non-site for a total of 194 archaeological resources. The 12 historic-era resources consist of wells/privies, trash scatters, historic trails, adobes foundations, and cement foundations. The 137 prehistoric cultural resources include bedrock milling features, lithic scatters, ceramic scatters, ground stone artifacts, shell scatters, faunal remains, hearths, pictographs, and fire-affected rock (FAR). The 26 isolated artifacts include manos, flakes, choppers, cores, ceramic sherds, a milling slab fragment, and shell fragments. The multicomponent resources include foundations and/or trash scatters as well as shell, lithic, ceramic, and/or ground stone scatters.

Of the 194 archaeological resources, 43 are within Areas of Change, including 4 historic-era archaeological sites, 35 prehistoric sites, and 4 multicomponent sites (Table 4.6-1). Two of the historic-era sites have been recommended not significant under CEQA by local cultural resource management firms; one has not been evaluated for significance; and the historic trail is significant under CEQA. Two of the multicomponent sites were recommended eligible for listing in the California Register of Historical Resources and are therefore considered significant sites under CEQA Guidelines Section 15064.5(a). Two of the multicomponent sites were recommended not eligible and therefore are not significant sites under CEQA. One prehistoric site has been recommended eligible for listing; 23 prehistoric sites have not been evaluated for significance under CEQA while 11 have been recommended not eligible and therefore not significant under CEQA.



City of Oceanside
Neighbor City
Sphere of Influence
Oceanside Transportation Center
Rail

Sensitivity Level
High
Moderate
Low

Areas of Change
SSCSP Planning Area
Historic Built-Environment Resource

FIGURE 4.6-1
Archaeological Sensitivity

The resources listed in Table 4.6-1 include only those resources that have been officially identified through prior survey efforts. The data provides information about the types of cultural resources that may be present in the project areas but is not an exhaustive list of potential resources present.

Table 4.6-1
Archaeological Resources within Areas of Changes and their Eligibility Status

Primary #	Trinomial #	Site Type	Period	Notes	Recording Events	Eligible
P-37-000630	CA-SDI-000630	Lithic scatter, ground stone; Shell scatter	Prehistoric		1958 (Wallace)	Not evaluated
P-37-000632	CA-SDI-000632	Lithic scatter, ground stone; Shell scatter	Prehistoric		1958 (Wallace)	Not evaluated
P-37-000633	CA-SDI-000633	Lithic scatter ground stone; Shell scatter	Prehistoric		1958 (Wallace)	Not evaluated
P-37-001246	CA-SDI-001246	Lithic scatter, ground stone; Shell scatter; Trash scatter	Multicomponent		1971 (Kearns); 1989 (Caltrans District 11); 2011 (Affinis Environmental Services); 2019 (HELIX)	Not eligible
P-37-001271	CA-SDI-001271	Lithic scatter, ground stone; Ceramic scatter	Prehistoric		1971 (Kearns)	Not evaluated
P-37-001272	CA-SDI-001272	Lithic scatter, ground stone; Shell scatter	Prehistoric		1971 (Kearns); 1989 (Caltrans District 11)	Not evaluated
P-37-001273	CA-SDI-001273	Isolate - mano, ceramic sherd	Prehistoric		1971 (Kearns)	Not eligible
P-37-004930	CA-SDI-004930	Lithic scatter, ground stone	Prehistoric		1979 (RECON)	Not eligible
P-37-005345	CA-SDI-005345	Bedrock milling feature; Lithic scatter; Shell scatter; Faunal remains; Trash scatter	Multicomponent		1977 (Chase); 1978 (Franklin); 2008, 2012 (Affinis)	Not eligible
P-37-005460	CA-SDI-005460	Shell scatter	Prehistoric		1977 (RECON)	Not evaluated
P-37-005461	CA-SDI-005461	Shell scatter	Prehistoric		1977 (RECON)	Not evaluated
P-37-005462	CA-SDI-005462	Isolate - core	Prehistoric		1977 (RECON)	Not eligible
P-37-005508	CA-SDI-005508	Lithic scatter; Shell scatter	Prehistoric		1971 (Kearns); 1989 (Caltrans District 11)	Not evaluated
P-37-005652	CA-SDI-005652	Lithic scatter, ground stone; Ceramic scatter; Shell scatter, beads; Adobe building; Trash scatter	Multicomponent	Tested	1999 (Gallegos)	Eligible (assumed)
P-37-005792	CA-SDI-005792	Trails	Historic	from Mission San Luis Rey through San Marcos to Cuyamaca Mountains	1978 (RECON)	Eligible
P-37-006023	CA-SDI-006023	Lithic scatter, ground stone; Faunal remains	Prehistoric		1978 (Franklin)	Not eligible
P-37-006088	CA-SDI-006088	Bedrock milling feature; Lithic scatter, ground stone; Ceramic scatter	Prehistoric	Tested	1978 (Franklin); 2001 (Gallegos & Associates); 2007 (Affinis); 2010 (Meriwether)	Not eligible

Table 4.6-1
Archaeological Resources within Areas of Changes and their Eligibility Status

Primary #	Trinomial #	Site Type	Period	Notes	Recording Events	Eligible
P-37-006092	CA-SDI-006092	Bedrock milling feature	Prehistoric		1978 (Franklin)	Not evaluated
P-37-006093	CA-SDI-006093	Bedrock milling feature; Lithic scatter	Prehistoric		1978 (Franklin)	Not evaluated
P-37-006138	CA-SDI-006138	Lithic scatter; Hearths; Shell midden	Prehistoric		1978 (Eckhardt)	Not evaluated
P-37-006882	CA-SDI-006882	Lithic scatter, ground stone; Shell scatter; Faunal remains	Prehistoric	Tested	1979 (Pettus); 2004 (ASM Affiliates, Inc.); 2018 (Brian F. Smith & Assoc.)	Not eligible
P-37-006908	CA-SDI-006908	Rock art; Bedrock milling feature; Lithic scatter, ground stone; Ceramic scatter	Prehistoric		1979 (SRS, Inc.)	Eligible (assumed)
P-37-007880	CA-SDI-007880	Shell scatter	Prehistoric		1980 (Franklin)	Not evaluated
P-37-008089	CA-SDI-008089	Lithic scatter	Prehistoric		1978 (Franklin)	Not evaluated
P-37-008778	CA-SDI-008778	Bedrock milling feature	Prehistoric		1980 (RECON)	Not evaluated
P-37-009898	CA-SDI-009898	Lithic scatter	Prehistoric		1984 (RECON)	Not evaluated
P-37-010235	CA-SDI-010235	Lithic scatter; Shell scatter	Prehistoric		1985 (WESTEC)	Not evaluated
P-37-010236	CA-SDI-010236	Lithic scatter; Shell scatter	Prehistoric		1985 (WESTEC)	Not evaluated
P-37-011461	CA-SDI-011461	Adobe building	Historic		1989 (Caltrans District 11)	Not evaluated
P-37-011462	CA-SDI-011462	Ceramic scatter; Graves	Multicomponent		1989 (Caltrans District 11)	Eligible
P-37-011469	CA-SDI-011469	Bedrock milling feature	Prehistoric		1989 (Affinis)	Not evaluated
P-37-011687	CA-SDI-011687	Lithic scatter, ground stone; Ceramic scatter	Prehistoric	Jones Site, tested	1990 (Caltrans District 11); 2009 (ASM Affiliates, Inc.)	Not eligible
P-37-012241	CA-SDI-012241	Lithic scatter, ground stone	Prehistoric		1991 (Archaeological Associates)	Not evaluated
P-37-015694	CA-SDI-014410	Ranch; Wells; Foundations; Privies; Trash scatter	Historic		1996 (Caltrans)	Not eligible
P-37-024246	CA-SDI-016083	Bedrock milling feature	Prehistoric	Oceanside 680-1	2001 (Mooney & Associates)	Not evaluated
P-37-026342	CA-SDI-017305	Shell scatter, bead	Prehistoric		2005 (Mooney Jones & Stokes)	Not evaluated
P-37-027207	CA-SDI-017796	Trash scatter; Water conveyance; Foundations; Railroad bed	Historic	AT & SF RR Maintenance Yard	2006 (Tierra Environmental)	Not eligible
P-37-027373	CA-SDI-017894	Lithic scatter; Shell scatter	Prehistoric		2006 (Gallegos)	Not evaluated
P-37-027374	CA-SDI-017895	Shell scatter	Prehistoric		2006 (Gallegos)	Not evaluated
P-37-029336	CA-SDI-018767	Hearth; Habitation debris	Prehistoric		2008 (Affinis)	Not eligible

Table 4.6-1 Archaeological Resources within Areas of Changes and their Eligibility Status						
Primary #	Trinomial #	Site Type	Period	Notes	Recording Events	Eligible
P-37-038466		Isolate - Ceramic fragment; Shell fragment	Prehistoric		2019 (Heritage Resources)	Not eligible
P-37-038467		Isolate - Ceramic fragment	Prehistoric		2019 (Heritage Resources)	Not eligible
P-37-038468		Isolate – mano	Prehistoric		2019 (Heritage Resources)	Not eligible
NOTES: Eligible status means eligible for listing in the California Register of Historical Resources. Sites identified as eligible would be considered significant sites under CEQA Guidelines Section 15064.5(a).						

4.6.1.3 Archaeological Resources Sensitivity Map

The record search data and landforms were analyzed to create an Archaeological Resources Sensitivity Map that can serve as a tool to identify the potential for cultural resources, suitability of areas for development, and assist with City review of future projects within the Areas of Change and throughout the City (see Figure 4.6-1). The levels are not part of any federal or state law but provided for resource potential identification. The levels are described as follows:

- High Sensitivity: These areas contain known significant cultural resources and have the potential to yield information to address a number of research questions. High sensitivity areas may have buried deposits, good stratigraphic integrity, and preserved surface and subsurface features. If a project were proposed within a high sensitivity area, a project level survey and testing program (if warranted by survey findings) would be required to further define resource boundaries, subsurface presence or absence, and determine level of significance. Project design measures such as Archaeological Data Recovery Program and construction monitoring may also be required.
- Medium Sensitivity: These areas contain recorded cultural resources or have a potential for resources to be encountered. The significance of the cultural resources within medium sensitivity areas is not known. If a project were proposed within a medium sensitivity area, a project level survey and significance evaluation would be required if cultural resources were identified during the survey. Additional project design features to avoid and/or reduce potential impacts to resources may also be required.
- Low Sensitivity: These areas have slopes greater than 25 degrees. Steep slopes have a low potential for archaeological deposits because they were not occupied by prehistoric peoples but rather used for gathering and other resource procurement activities. The majority of these activities do not leave an archaeological signature. If a project were proposed within these areas, a project level survey would be needed to confirm the lack of cultural resources. Should cultural resources be identified, a significance evaluation would be required and project design features to avoid and/or reduce potential impacts to resources may also be required.

4.6.2 Regulatory Setting

4.6.2.1 Federal

a. National Register of Historic Places

The NRHP was established by the National Historic Preservation Act enacted in 1966 and is the official list of sites, buildings, structures, districts, and objects significant in American history, architecture, archaeology, engineering, and culture. Listing in the National Register assists in preservation of historic properties through the following actions: recognition that a property is of significance to the nation, the state, or the community; consideration in planning for federal or federally assisted projects; eligibility for federal tax benefits; consideration in the decision to issue a federal permit; and, qualification for federal assistance for historic preservation grants, when funds are available. The NRHP criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. Are associated with events that have made a significant contribution to the broad patterns our history;

B. Are associated with the lives of persons important in our past;

C. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Structures and features must usually be at least 50 years old to be considered for listing on the NRHP, barring exceptional circumstances. According to the NRHP guidelines, a resource must retain its integrity, or the "ability to convey its significance." The seven aspects of integrity are location, design, setting, materials, workmanship, feeling and association.

b. The Secretary of the Interior's Standards for the Treatment of Historic Properties

The Secretary of the Interior's standards for the treatment of historic properties are a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. The guidelines offer general design and technical recommendations to assist in applying the standards to a specific property. Together, they provide a framework and guidance for decision-making about work or changes to a historic property. The standards offer four distinct approaches to the treatment of historic properties—preservation, rehabilitation, restoration, and reconstruction with guidelines for each.

4.6.2.2 State

a. CEQA Guidelines and California Register of Historical Resources

California Code of Regulations (CCR) Section 15064.5, Title 14, Chapter 3, Section 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in State CEQA Guidelines Section 15064.5, as follows:

1. A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4850 et seq.).

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code (PRC), or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (PRC Section 5024.1, Title 14 CCR, Section 4852) including the following:

    A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    B. Is associated with the lives of persons important in our past;

    C. 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; or

    D. Has yielded, or may be likely to yield, information important in prehistory or history.

4. The fact that a resource is not listed in, or determined to be eligible for listing in, the CRHR, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1. The minimum age criterion for the California Register is 50 years.

> Properties less than 50 years old may be eligible for listing on the California Register, if "it can be demonstrated that sufficient time has passed to understand its historical importance" [Chapter 11, Title 14, Section 4842(d)(2)].

b. California Public Resources Code

Section 5097 of the PRC specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American burial falls within the jurisdiction of the California Native American Heritage Commission (NAHC). Section 5097.5 of the code states the following:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Section 5097.98 further defines the standards for the handling of Native American human remains. Section 5097.993 sets requirements for the unlawful and malicious excavation, removal, destruction, injury, or defacing of a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the CRHR.

c. California Health and Safety Code

Section 7052 of the California Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Section 7050.5 requires that construction activities be stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

d. California State Historical Building Code

The state Historical Building Code applies to qualified historical buildings and structures. The code provides regulations and standards for the rehabilitation, preservation, restoration (including related reconstruction) or relocation as applicable to all historical buildings, structures and properties deemed of importance to the history, architecture, or culture of an area by an appropriate local or state governmental jurisdiction.

e. Assembly Bill 52

As of July 1, 2015, PRC Section 21084.2 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment." Assembly Bill (AB) 52 requires lead agencies to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. If a project will result in an

adverse effect to tribal cultural resource, the lead agency must consider measures to mitigate the impact.

f. Senate Bill 18

As of March 1, 2005, Senate Bill (SB) 18 requires local (City and County) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places (cultural places) through local land use planning. The intent of SB 18 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. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. This consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). Additionally, SB 18 permits California Native American tribes recognized by the NAHC to hold conservation easements on terms mutually satisfactory to the tribe and the landowner.

4.6.2.3 Local

a. Mills Act Program

The Mills Act is a state law allowing cities to enter into contracts with the owners of historic structures for the continued preservation of the property. The Historical Preservation Ordinance authorizes contracts known as "Mills Act" contracts for incentives for preservation of historic resources. The Mills Act contract is a legally binding contract between the City and the historic homeowner, with a minimum term of 10 years that specifies what preservation, maintenance, and restoration efforts will be made by the property owner in exchange for tax savings. Applications for Mills Act agreements are reviewed by the Historical Preservation Commission and approved by the City Council. The County Assessor's Office determines what the new assessed value and property tax savings will be. Property tax savings can be substantial and must be used toward the preservation of the historic property.

b. City of Oceanside Code of Ordinances

Chapter 14A- Historic Preservation Ordinance

The Historic Preservation Ordinance provides guidance for the designation of historical resources within the City. Section 14A.5 establishes the Historical Preservation Advisory Commission, while Section 14A.6 states that historical areas or sites may be designated by City Council resolution if it meets the following criteria:

a) It exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, or architectural history; or

b) It is identified with persons or events significant in local, state, or national history; or

c) It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or

d) It is representative of the notable work of a builder, designer, or architect; or

e) It is found by the council to have significant characteristics which should come under the protection of this chapter.

c. Historic Preservation Advisory Commission

The City's Historic Preservation Advisory Commission considers and makes recommendations on issues relating to the identification, protection, retention, and preservation of historical areas and sites within the City. The commission is charged with safeguarding the heritage of the City by providing for the protection of historical sites and areas representing significant elements of its history.

d. Historic Overlay District

The City of Oceanside's Historic Overlay District is intended to deter demolition, destruction, alteration, misuse, or neglect of historic or architecturally significant buildings that represent an important part of the City's past; to promote conservation, preservation, protection, and enhancement of each historic district; to pro-mote economic health and enhance the value of property; to encourage development tailored to the character and significance of each historic district; and to provide a mechanism to resolve conflicts between historic preservation and other land uses. The Historic Overlay District is applied to 55 acres surrounding Mission San Luis Rey (see Figure 4.2-5).

e. San Luis Rey Historic Area Development Program and Design Guidelines

In July 2000, the City established the San Luis Rey Historic Area Development Program and Design Guidelines for the Mission San Luis Rey Historic Area. The program establishes planned land uses, infrastructure needs, development regulations, and design guidelines for the Mission. It is meant to serve as a tool to guide future planning efforts on the property The San Luis Rey Historic Area covers an approximately one-half-mile radius around the Mission San Luis Rey property (an approximate 675-acre area) located at 4050 Mission Avenue. The Development Program and Design Guidelines contain goals and objectives related to historic/cultural resources, land use, circulation and parking, open space/recreation, and tourism. Specific guidance on design and visual appearances is provided in order to ensure the historic feel of the area is preserved.

f. Mission San Luis Rey and Historic Area

In 1986, the City established the Mission San Luis Rey Historic Area, which extends along Mission Avenue between El Camino Real and Old Grove Road. New development within the Historic Area is governed by design standards that specify Spanish Colonial and Mission Revival architecture.

4.6.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.6.3.1 Policy Framework

The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Remarkable Community Element (RC)

The RC includes goals and policies to protect and preserve the City's historic and cultural heritage. The City is proud to it's history of Native American settlement and is dedicated to ongoing coordination with tribal groups to promote cultural and tribal resource conservation.

- Goal 2.3-G: The City will honor and safeguard its history through the protection and enhancement of historically significant sites and resources.

Historic Preservation Programs and Processes

- Policy 2-86: Apply the California State Historical Building Code to rehabilitation projects to ensure that rehabilitation does not compromise the integrity of historic resources.
- Policy 2-91: Preserve the Mission San Luis Rey Historic Area and continue to implement the Historic Area Development Program and Design Guidelines.
- Policy 2-92: Maintain authentic and compatible architectural styles within historic areas such as the Mission San Luis Rey Historic District.

Native American Heritage

- Policy 2-106: Where grading activity has the potential to unearth tribal resources, require that developers establish a tribal monitoring agreement with a traditionally and culturally affiliated Native American monitor. Tribal monitoring shall be deemed appropriate and necessary under the following circumstances: (1) the project site has never been developed; (2) tribal resources were found on the site when it was previously developed (as documented in a cultural resources assessment or other study prepared by a qualified archaeologist); (3) the project site is located within 300 feet of other sites where tribal resources have been found (as documented in a cultural resources assessment or other study prepared by a qualified archaeologist); and/or (4) grading on the project site will extend below existing foundations, footings, and/or other subterranean improvements.

- Policy 2-107: Maintain and periodically update standard conditions of approval for the treatment and disposition of tribal resources discovered in the course of grading and/or construction activities.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU includes goals and policies to protect and preserve the City's historic and cultural heritage.

- Policy 3-33: Develop and implement design standards/guidelines for new development in proximity to historic structures to ensure visual compatibility.
- Policy 3-48: For projects involving historic preservation or involving properties with unique site constraints, the allowable residential density range may be based on "net acreage" rather than gross acreage.

4.6.3.2 SSCSP Urban Design

The SSCSP Urban Design chapter provides design guidelines, the following of which promotes preservation of the historic identity of the corridors. The following policy is an example of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

- Policy UD-95: Mission Avenue Corridor Identity. Strengthen the corridor's identity by focusing on connections to Mission San Luis Rey, existing ethnic neighborhoods and community assets, and the Oceanside Municipal Airport. Examples include focusing on the historic significance of and Spanish influence on within the Mission Historic District, and/or an airport innovation/technology district.

4.6.3.3 SSCSP Land Use Element

The SSCSP Land Use chapter provides policy guidelines, the following of which promotes preservation of the historic identity of the corridors. The following policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. Mission Avenue Corridor

- Policy LU-40: Mission San Luis Rey Historic Area. Uphold the integrity of the Mission San Luis Rey Historic Area by conscientiously applying the Mission SLR Development Program and Design Guidelines to new development and capital improvement projects within the Historic Area, and, in turn, promoting contrasting architectural styles and public realm improvements in other portions of the corridor.

4.6.4 Historical Resources

4.6.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to historical resources are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

4.6.4.2 Impact Analysis

As noted above, 74 sites represent built-environment resources (see Table 4.6-1) and 345 historic addresses have been recorded within the City limits. Of these, one historic address (223-227 Brooks Street) and four built-environment resources (P-37-037110/wastewater treatment plant, P-37-038464/single-family property, P-37-038565/single-family property, and P-038469/single-family property) are within parcels in the Area of Change. The historic address has not been evaluated for significance under CEQA. The four built-environment resources have been recommended not eligible by local cultural resource management firms for significance under CEQA guidelines. None of the NRHP, California Historical Landmark, or the Point of Interest resources are within the Areas of Change. However, it is anticipated that implementation of the GPU would trigger additional growth outside the Areas of Change. Impacts from future development on or near the built-environment resources could occur at the project level if a building or structure is over 45 years old and is found to be significant under one of the criteria detailed in Section 4.6.2.1. Impacts could include alteration, relocation, or demolition of historic buildings, structures, objects, and landscapes. Future development and redevelopment could also impact unrecorded historic resources that have not been evaluated or may become eligible for listing in the future. Additionally, development in vacant lands may result in indirect impacts to the visual and setting integrity of significant historic resources in the vicinity of the project.

Future development and redevelopment would be required to adhere to City regulations and proposed policies focused on the protection of historic resources. Specifically, RC Goal 2.3-G affirms the City's dedication to maintaining the integrity and preservation of historic resources and RC Policy 2-86 ensures that state Historical Building Code standards are applied to rehabilitation projects. Moreover, development projects within the Mission San Luis Rey Historic Area are encouraged to apply the City's Historic Area Development Program and Design Guidelines (RC Policy 2-91) and ensure compatible architectural styles are employed in building design (RC Policy 2-92). Within the SSCSP Planning Area, SSCSP Policy UD-95, directs development to focus on maintaining historic values including Spanish influence within the Mission Historic District, and an Airport Innovation/Technology District. Notwithstanding regulatory compliance and policy direction, at this program level absent specific details about historic resources, buildings, or structures that may be affected by future development, the project would have the potential to cause a substantial adverse change in the significance of historic-era resources.

4.6.4.3 Significance of Impacts

Future development within the Areas of Change and throughout the City could result in adverse changes to historic resources should any alteration, relocation, demolition, or excessive groundborne vibration associated with future development at or within proximity to significant historic buildings, structures, objects, landscapes, or sites. Additionally, future development could result in alteration or removal of structures that are older than 45 years old and could qualify for historic significance. Therefore, potential impacts to historic resources would be significant.

4.6.4.4 Mitigation

CUL-1: Buildings Older than 45 Years

Prior to issuance of any permit for a future development project that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The City may require preparation of a historic evaluation to verify the historic significance of a structure. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as defined by the California Register of Historical Resources. If a building is found to be not historically significant, no additional requirements would be imposed. However, if a structure is found to be historically significant, avoidance or mitigation shall be implemented.

Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

a. Preparing a historic resource management plan;
b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.
f. Documentation of the building or structure to be removed using the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) formats.
g. Interpretive panels, displays, brochures, and/or websites to interpret and display the stories, associations, and feelings tied to the building or structure.

If potentially significant impacts to an identified historical resource are identified, the historic resources report would recommend appropriate mitigation to reduce the impacts to below a level of significance.

4.6.4.5 Significance after Mitigation

Implementation of mitigation measure CUL-1 would ensure that any building or structure with the potential to be historic (45 years old or greater) would be evaluated for significance prior to any development with potential to alter said building or structure whether directly or indirectly. Upon determination of the building or structure's significance as a historic resource, steps are required to avoid or minimize harm to the resource. Therefore, the implementation of mitigation measure CUL-1, coupled with the City's regulatory requirements and the GPU policy framework, impacts to historic resources would be less than significant.

4.6.5 Archaeological Resources

4.6.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to archaeological resources are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

4.6.5.2 Impact Analysis

The SCIC records search identified 194 archaeological resources, 43 of which are within the Areas of Change. The 43 resources consist of 4 historic-era archaeological sites, 35 prehistoric sites, and 4 multicomponent sites (see Table 4.6-1). Two of the historic-era sites have been recommended not significant under CEQA by local cultural resource management firms; one has not been evaluated for significance; and the historic trail is significant under CEQA. Two multicomponent sites have been recommended significant under CEQA and two have been recommended not significant. One prehistoric site has been recommended eligible; 23 prehistoric sites have not been evaluated for significance under CEQA and 11 have been recommended not significant. In addition to these known resources, development within the Areas of Change could occur in areas with unidentified archaeological resources that have not been evaluated. Generally, future development proposed within existing developed sites or sites that have been previously graded would have lost their potential to support buried archaeological resources. However, where grading would occur within previously undisturbed sites or where grading would disturb portions of the soil profile that were previously undisturbed, adverse impacts to buried archaeological resources could occur.

It is also anticipated that implementation of the GPU would trigger additional growth outside the Areas of Change. Future development and redevelopment outside the Areas of Change would also have the potential to result in an adverse change to unknown archaeological resources, especially within areas designated with a moderate to high sensitivity (see Figure 4.6-1).

4.6.5.3 Significance of Impacts

Future development within the Areas of Change and throughout the City could result in unearthing unknown and unrecorded archaeological resources. Therefore, at this programmatic level of review potential impacts to prehistoric and historic archaeological resources would be significant.

4.6.5.4 Mitigation

CUL-2: Archeological Sites

During future City review of development applications, the City shall review proposed development sites to identify the potential for the site to support buried archaeological resources. Redevelopment of existing developed sites or development on existing graded sites would not require further study due to a lack of potential to support buried archaeological resources. However, where development is proposed on previously undisturbed sites or where grading would disturb portions of the soil profile that were previously undisturbed, the City shall require the following steps be taken to determine the presence of archaeological resources and the appropriate mitigation for any significant resources which may be impacted by a development activity.

1. The City shall require preparation of an archaeological survey report prepared by a qualified archaeologist. The evaluation report would generally include background research, field survey, archaeological testing, as needed, and analysis. A confidential appendix must be submitted (under separate cover) including records search information gathered during background research and California Department of Parks and Recreation site forms for archaeological sites and traditional cultural properties containing the confidential resource maps.

2. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. Once the background research is complete, a field reconnaissance must be conducted by a qualified archaeologist. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties.

3. If an archeological or tribal cultural resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact

density and variability, presence/absence of subsurface features, and research potential. A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site would be impacted.

4. If significant archeological or tribal cultural resource are identified an agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then archaeological monitoring is required during ground disturbance.

5. Preferred mitigation for historical resources is to avoid the resource through project redesign. If cultural resources avoidance is pursued, a cultural open space easement may be required to ensure protection of the site in perpetuity. Fencing and/or signage may be required depending on the location of the avoided site and its accessibility. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. Where preserve in place is not feasible, Site Capping Plan may be implemented. A qualified archeologist shall prepare a capping plan for review by the City for approval. The plan shall include site capping duties, a contract agreement that the capping will be completed, and a cost estimate for the capping plan and reporting. The qualified archeologist shall provide evidence that a Native American of the appropriate tribal affiliation has also been contracted to perform Native American Monitoring of the capping plan activities. Upon completion of the implementation of the capping plan, a report of the results shall be presented to the City, or a consultant designated by the City, for review and approval.

6. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City prior to draft CEQA document distribution. All archaeological materials recovered during both the survey, significance testing, and data recovery phases, shall be curated at a San Diego facility that meets federal standards per 36 Code of Federal Regulations Part 79, or a tribal curation facility or repatriation program. The collections and associated records shall be transferred, including title, to an appropriate curation facility as deemed adequate by the City of Oceanside, to be accompanied by payment of the fees necessary for permanent curation. Upon completion of the data recovery program, the applicant shall submit a final cultural resources report to the City of Oceanside, or a consultant designated by the City, for review and approval. The final report shall include a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

CUL-3: Grading Monitor

All development projects that have identified the potential for unearthed archaeological and/or tribal cultural resources shall include a qualified archaeological and Native American monitor as follows:

1. Prior to the start of ground-disturbing activities, the applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology (Federal Register 48 44716 1983, as amended in 1997). The applicant shall also retain a Native American monitor of Luiseño decent.

2. Prior to start of ground-disturbing activities, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The applicant shall ensure that construction personnel attend the training and sign an attendance acknowledgement form. The applicant shall retain documentation demonstrating attendance.

3. The qualified archaeologist, or an archaeological monitor (working under the direct supervision of the qualified archaeologist), shall observe all initial ground-disturbing activities, including but not limited to brush clearance, vegetation removal, grubbing, grading, and excavation. The qualified archaeologist, in coordination with the City and Native American monitor, may reduce or discontinue monitoring if it is determined by the qualified archaeologist that the possibility of encountering buried archaeological deposits is low based on observations of soil stratigraphy or other factors. Archaeological monitoring shall be conducted by an archaeologist familiar with the types of archaeological resources that could be encountered within the project site. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment (as prescribed below). The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring. The report shall be submitted to the City and any Native American groups who request a copy. A copy of the final report shall be filed at the SCIC.

4. The Native American monitor shall be present for any pre-construction meeting and for all ground-disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until a designee of the City, with concurrence from the Native American monitor and archaeologist, is satisfied with the evaluation of the discovery and treatment of the resource has occurred. I

5. If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource under CEQA, avoidance and preservation in place is the preferred manner of preservation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in

place is demonstrated to be infeasible and data recovery through excavation is the only feasible method available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City and Native American monitor that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

6. To document the completion of archaeological and Native American grading monitoring during the grading phase of the project, a final Grading Monitoring and Data Recovery Report that documents the results, analysis, and conclusions of all phases of the Archaeological/Tribal Cultural Monitoring Program shall be prepared. The report shall include the following: (1) daily monitoring logs; (2) evidence that all cultural resources collected during the grading monitoring program has been curated at a San Diego facility that meets federal standards per 36 CFR Part 79, a tribal curation facility or repatriation program,; and (3) if no cultural resources are discovered, a Negative Monitoring Report must be submitted stating that the grading monitoring activities have been completed. The final Grading Monitoring and Data Recovery Report shall be submitted to the City, or consultant designated by the City, for review and approval.

4.6.5.5 Significance after Mitigation

Projects with the potential to unearth archaeological and/or tribal cultural resources during grading would be required to implement mitigation measure CUL-2 which requires an archeological survey to determine potential for the site to support buried archaeological resources. Mitigation measure CUL-3 requires a qualified archaeological and Native American monitor to be present during grading and excavation to monitor construction activity. Through implementation of mitigation measures CUL-2 and CUL-3, potentially significant impacts to archaeological and tribal cultural resources would be reduced to less than significant levels.

4.6.6 Human Remains

4.6.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to human remains are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Result in the disturbance of any human remains, including those interred outside of formal cemeteries?

4.6.6.2 Impact Analysis

The SCIC records search identified five resources with known human burials, four of which are within the Area of Change. Additionally, due to the history of Native American people within the City limits, there is the potential for human remains, including those interred outside of formal cemeteries, to be located throughout the City. Implementation of future development and redevelopment projects could result in ground-disturbing activities within vacant land or expanded within developed land that could unearth unknown buried human remains, which would be considered a significant impact.

Application of state law including PRC Section 5097 relating to the protection of Native American burial sites would ensure steps are taken to halt construction, contact the County Coroner, investigate potential Native American burial grounds, and consult with the most likely descendent designated by the NAHC should disposition of remains be required.

4.6.6.3 Significance of Impacts

The project would adhere to PRC Section 5097 relating to the protection of Native American burial sites. Through regulatory compliance, impacts associated with the discovery of human remain would be less than significant.

4.6.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.6.7 Tribal Cultural Resources

4.6.7.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to tribal cultural resources are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k); or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

4.6.7.2 Impact Analysis

There is a potential to encounter buried resources associated with traditional cultural territory used by the Luiseño for thousands of years. Often tribal cultural resources as defined in CEQA PRC Section 21074 are associated with or in proximity to significant archaeological resources.

According to AB 52 and PRC 21080.3.1, the City must consult with traditionally and culturally affiliated Native American tribes to determine if a project would result in a substantial adverse change to tribal cultural resource. Likewise, according to SB 18, the City must consult with California Native American tribes for the purpose of preserving specified places, features, and objects located within the City's jurisdiction. This applies prior to the adoption or amendment of a City's general plan and specific plans. To determine the future potential impacts to tribal cultural resource, listed California Native

American tribes that are traditionally and culturally affiliated with the geographic scope of the project were engaged for input regarding tribal cultural resources not yet formally recorded that could be impacted by subsequent projects. The City sent a letter inviting consultation consistent with regulatory requirements on August 16, 2021 to the following Native American tribes:

- Barona Group of the Capitan Grande
- Campo Band of Diegueno Mission Indians
- Ewiiaapaayp Band of Kumeyaay Indians
- Iipay Nation of Santa Ysabel
- Inaja-Cosmit Band of Indians
- Jamul Indian Village
- Juaneno Band of Mission Indians Acjachemen Nation - Belardes
- Kwaaymii Laguna Band of Mission Indians
- La Jolla Band of Luiseno Indians
- La Posta Band of Diegueno Mission Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Diegueno Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseno Indians
- Pechanga Band of Luiseno Indians
- Rincon Band of Luiseno Indians

Thereafter, the City had two consultation meetings with the San Luis Rey Band of Mission Indians.

Future development would be required to adhere to GPU policies directed at protecting on-site resources through the inclusion of Native American grading monitors (RC Policy 2-106). Although policy guidance is included in the GPU, at a program level of review it is not possible to ensure the successful preservation of all tribal cultural resources.

4.6.7.3 Significance of Impacts

Future development within the Areas of Change and throughout the City could result in unearthing unknown and unrecorded tribal cultural resources. While proposed GPU policies would provide guidance for the protection of tribal cultural resources, it is impossible to ensure the successful preservation of all resources. Therefore, at this programmatic level of review potential impacts to tribal cultural resources, including sacred sites, would be significant.

4.6.7.4 Mitigation

Implementation of mitigation measures CUL-2 and CUL-3, detailed in Section 4.6.5.4, would be implemented. With implementation of mitigation measure CUL-2 and CUL-3, impacts to tribal cultural resources would be less than significant.

4.6.7.5 Significance after Mitigation

With implementation of mitigation measure CUL-1 through CUL-3, potentially significant impacts to tribal cultural resources would be reduced to less than significant levels.

4.6.8 Cumulative Analysis

Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. Historical and archaeological resources are non-renewable resources. Any direct impact could contribute to a cumulative loss of cultural resources. Regardless of the efforts taken to avoid impacts to historic, cultural and/or tribal cultural resources, the more land that is converted to developed uses, the greater the potential for impacts such resources.

While individual projects can avoid or mitigate the direct loss of a specific resource, the effects could be cumulatively considerable, and therefore could result in a cumulatively significant impact.

4.6.8.1 Historic Resources

As noted above, there are 74 sites throughout the City that represent potential built-environment historic resources (see Table 4.6-1), and additional resources may be identified if a building or structure is over 50 years old and is found to be significant under one of the criteria detailed in Section 4.6.2.1. Future development and redevelopment would be required to adhere to City regulations and proposed GPU and SSCSP policies focused on the protection of historic resources. Future projects would be required to implement mitigation measure CUL-1, which would ensure that any building or structure with the potential to be historic (50 years old or greater) would be evaluated for significance prior to any development. Implementation of this mitigation measure would ensure that project level impacts to archaeological resources would be less than significant. Therefore, the combined incremental contribution of individual projects to cumulative historical resources impacts would be less than significant.

4.6.8.2 Archaeological and Tribal Cultural Resources

The SCIC records search identified multiple archaeological sites throughout the City that have not been evaluated for significance. Additionally, the City could support unrecorded cultural resources, especially within areas identified as High Sensitivity levels. Ground disturbing activities within future project sites, combined, could result in a cumulative impact to archaeological and tribal cultural resources. Future development and redevelopment would adhere to City regulations and proposed GPU and SSCSP policies focused on the protection of archeologic and tribal cultural resources. Future projects would be required to implement mitigation measures CUL-2 and CUL-3 which would require an archeological survey to determine potential for the site to support buried archaeological resources and include a qualified archaeological and Native American monitor to be present during grading and excavation to monitor construction activity. Implementation of mitigation measures would ensure that project level impacts to archaeological resources would be less than significant. Therefore, the combined incremental contribution of individual projects to cumulative archeological and tribal cultural resources impacts would be less than significant.

4.6.8.3 Human Remains

Potential impacts to human remains would be addressed through compliance with existing regulations. All future projects would be required to comply with regulatory procedures in the unlikely event of the discovery of human remains during project grading. Requirements set forth in the California Public Resources Code (Section 5097.98) and state Health and Safety Code (Section 7050.5) require work to be halted and the coroner contacted if the remains may be human. Compliance with these regulations would ensure cumulative impacts related to human remains would be avoided.

4.7 Energy

This section addresses potential project impacts related to energy conservation that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

This energy analysis evaluates potential effects associated with the project and cumulative increases of transportation-related fuel use and building-related energy use (electricity and natural gas) resulting from buildout of the GPU and SSCSP land use designations.

4.7.1 Existing Conditions

4.7.1.1 Utility Provider

San Diego Gas & Electric (SDG&E) currently provides natural gas and electricity transmission and distribution infrastructure in San Diego County. SDG&E is regulated by the California Public Utilities Commission (CPUC), which is responsible for making sure that California utilities' customers have safe and reliable utility service. The program's energy needs would be supplied through the various combinations of energy resources available within the program areas, and the analysis in this section takes into account the anticipated future SDG&E energy resource use patterns.

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program, which required SDG&E and other statewide energy utility providers to achieve a 33 percent renewable energy mix by 2020. The RPS standards have been periodically updated, now with a goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. Table 4.7-1 summarizes the SDG&E power mix as of 2021. As shown, SDG&E used biomass, solar, wind, hydroelectric, natural gas, nuclear, and unspecified sources, and obtained 44.5 percent of its energy from renewable resources in 2021 (SDG&E 2022).

Table 4.7-1 SDG&E 2021 Power Content (percentage)		
Energy Resources	2021 SDG&E Power Mix	2021 CA Power Mix
Eligible Renewable[1]	44.5	33.6
Biomass & Biowaste	0.9	2.3
Geothermal	0.0	4.8
Eligible Hydroelectric	0.0	1.0
Solar	28.5	14.2
Wind	15.2	11.4
Coal	0.0	3.0
Large Hydroelectric	1.8	9.2
Natural Gas	29.6	37.9
Nuclear	0.2	9.3
Other	0.0	0.2
Unspecified Power[2]	23.9	6.8
TOTAL	100.0	100.0

SOURCE: SDG&E 2022.
[1]The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology.
[2]Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation sources.

4.7.1.2 Local Sustainability Efforts

To reduce reliance on these energy sources and assist in meeting GHG emission targets (see PEIR Section 4.9), the City is committed to providing green, renewable, and reliable energy. The following actions demonstrate the City's commitment to investing in renewable energy and energy efficiency improvements:

- Installation of solar photovoltaic (PV) systems in multiple City facilities (City of Oceanside 2019, Section 6.2.1 for a list of facilities);
- Retrofitted more than 7,700 street lights with light-emitting diode (LED) technology;
- Implementation of a "Green Fleet" policy committed to having a 100 percent clean-and-green fleet by using fuel efficient, low-emission vehicles and equipment;

Additional plans are continuing to expand existing efforts as discussed in Section 4.7.3.

4.7.2 Regulatory Setting

4.7.2.1 State

a. California Energy Efficiency Action Plan

In September 2008, the CPUC adopted the Long Term Energy Efficiency Strategic Plan, which established the first integrated framework of goals and strategies for saving energy, covering

government, utility, and private sector actions. Subsequently AB 758 in 2010 established a requirement for regular updates to the plan and SB 350 in 2015, identified plan goal of achieving a doubling of statewide energy efficiency savings in electricity and natural gas end uses of retail customers by January 1, 2030 (relative to 2015 base year). Since 2008, the plan has been implemented through focused action plans such as the Zero Net Energy Commercial Building Action Plan in June 2011, the Research and Technology Action Plan in August 2013, the Lighting Action Plan in November 2013, the Codes and Standards Action Plan in March 2014, and the New Residential Zero Net Energy Action Plan in June 2015.

The first comprehensive update to the plan, the *2019 California Energy Efficiency Action Plan*, was adopted in November 2019 (California Energy Commission [CEC] 2019). In response to new direction from legislature, the focus of the new plan has been expanded. Rather than being focused on traditional end-use energy efficiency, the new plan also includes measures aimed at building decarbonization.

b. Sustainable Communities Strategy

SB 375, the 2008 Sustainable Communities and Climate Protection Act, provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities to help California meet the greenhouse gas (GHG) reduction goals established in AB 32. SB 375 requires regional transportation plans developed by metropolitan planning organizations to incorporate a Sustainable Communities Strategy (SCS) in their plans. The goal of the SCS is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined California Environmental Quality Act (CEQA) review for some infill projects, such as transit-oriented development.

c. Renewables Portfolio Standard

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes, but is not limited to, wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EOs) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by the year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. This bill also says that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Based on the latest report to the legislature, SDG&E has obtained 59 percent renewables as of 2022 (CPUC 2023).

d. California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction including, plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility.

Title 24, Part 6 – Energy Efficiency Standards

The CCR, Title 24, Part 6 is the Energy Efficiency Standards or California Energy Code. This code, first enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

The current 2022 Title 24 Building Energy Efficiency Standards went into effect on January 1, 2023. The 2022 Energy Code increases on-site renewable energy generation from solar, increases electric load flexibility to support grid reliability, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, and encourages adoption of environmentally beneficial efficient electric technologies.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The compliance reports must demonstrate a building's energy performance through use of California Energy Commission approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11 – California Green Building Standards Code

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2022 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of nonresidential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements. The mandatory measures are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. 2022 CALGreen also includes two tiers of residential and nonresidential voluntary measures that encourage local jurisdictions to raise the sustainability goals: Tier 1 adds additional requirements beyond the mandatory measures, and Tier 2 further increases the requirements.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen mandatory requirements must be demonstrated through completion of compliance forms and worksheets.

4.7.2.2 Regional

a. Regional Energy Strategy

The Regional Energy Strategy (RES) establishes goals for the San Diego region to be more energy efficient, increase use of renewable energy sources, and enhance the region's energy infrastructure in order to meet the growing energy demand. The RES serves as an energy policy guide to support decision-making by San Diego Association of Government (SANDAG) and its member agencies as the region strives to meet the energy needs of a growing population, housing stock, and number of workers while maintaining and enhancing regional quality of life and economic stability.

b. Sustainable Communities Strategy – San Diego Forward: The 2021 Regional Plan

The 2021 Regional Plan includes a SCS, as required by California SB375, for the San Diego region. This SCS describes coordinated transportation and land use planning that exceeds the state's target for reducing per capita GHG emissions set by the California Air Resources Board (CARB). The state mandated target is a 19 percent reduction—compared with 2005—in per capita GHG emissions from cars and light-duty trucks by 2035. The 2021 Regional Plan achieves a 20 percent reduction by then.

4.7.2.3 Local Regulations

a. SANDAG Energy Roadmap Program

This program, which is funded by a Local Government Partnership with SDG&E and provides free energy assessments and energy management plans to local jurisdictions. The City has benefitted from SANDAG funding and technical assistance and continues to work with SANDAG to align the City's climate action efforts with regional goals and policies.

b. Institute for Local Government's Beacon Program

The Beacon Program is a statewide program recognizing cities and counties that are working to reduce GHG emissions, save energy, and adopt policies and programs that promote sustainability. In 2016, the City's efforts resulted in a Gold Level Award in Sustainability Best Practices. In 2018, the City received the Platinum Level Award in Sustainability Best Practices.

c. Oceanside General Plan Energy and Climate Action Element

The City's Energy and Climate Action Element (ECAE), adopted in 2019, provides policy direction for energy efficiency and renewable energy. The ECAE considers how energy demand is driven by land use patterns, transportation, economic activity, consumer choices, and climate change. The goals and policies of the ECAE are supported by specific greenhouse gas (GHG) emissions reduction measures outlined in the City's Climate Action Plan (CAP), which is being updated as a part of the project. The following policies are examples of those that would be relevant to successful implementation of the GPU and SSCSP and would be applicable to future development:

- Policy ECAE-1a-2: Require that new development supply a portion of its energy demand through renewable sources, to the extent practical and financially feasible.
- Policy ECAE-1b-1: Incentivize energy efficiency retrofitting of existing development through community outreach and education, disclosure and benchmarking requirements, permit streamlining, creative financing programs, and regional partnerships.
- Policy ECAE-1c-1: Explore possible incentives for LEED-certified and zero net energy (ZNE) development, including permit streamlining and fee reductions or waivers.
- Policy ECAE-1c-2: Encourage passive solar building design in new development.
- Policy ECAE-2a-1: In areas served by transit, promote land use intensities that increase transit ridership and, in turn, the quality and frequency of transit service.
- Policy ECAE-2a-2: In the City's commercial corridors, promote a mix of land uses that contributes to a sense of place, creates synergies between local businesses, and affords residents the opportunity to live, work, and play within a walkable radius.
- Policy ECAE-2a-4: Streamline the review and approval process for transit-oriented development within the City's designated Smart Growth Opportunity Areas.

4.7.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.7.3.1 Policy Framework

The following policies are examples of the policy framework intended to address potential impacts related to energy consumption ad efficiency throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Healthy and Livable Community Element (HLC)

The HLC promotes environmentally conscious design, energy efficiency, climate adaptation strategies, and the utilization of innovative technologies to ensure the long-term viability and functionality of the City's infrastructure and other systems.

GHG/Energy Use Reduction

- Policy 7-140: Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled

construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards.

- Policy 7-142: Transition all households, businesses, and municipal operations to primarily be powered by renewable, zero-emission energy sources.
- Policy 7-144: All new residential development shall be fully electric and no new gas connections shall be permitted for residential development.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU promotes energy efficient land uses and project designs that exceed minimum standards for energy efficiency, renewable energy sourcing, and alternative vehicle fueling facilities.

- Goal 3-G: To the extent feasible, new development will exceed minimum standards for energy efficiency, renewable energy sourcing, and alternative vehicle fueling facilities.

Sustainable Building Design

- Policy 3-13: Consider providing incentives and educational resources to promote passive energy-efficient design techniques in new development such as building orientation, natural ventilation, insulation, and glazing standards to minimize heat transfer, use of high albedo building materials and finishes (such as cool roofs and reflective paint) and leveraging windows and skylights for maximum use of daylight.

- Policy 3-16: Ensure new developments provide EV charging capabilities that meet or exceed Title 24 requirements.

Allowable Uses

- Policy 3-49: Support efforts to develop a more resilient power grid by encouraging backup generators, home microgrids, and solar energy systems with battery backups.

4.7.4 Energy Consumption

4.7.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to consistency with energy consumption are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

4.7.4.2 Impact Analysis

Implementation of the GPU and SSCSP could impact energy consumption due to the anticipated increase in density and intensity of land uses. Impacts to energy resources could be significant if

buildout under of the GPU and SSCSP would create land uses and patterns that would cause the wasteful, inefficient, and unnecessary consumption of energy or the construction of new or retrofitted buildings that would have excessive energy requirements for daily operation. To better analyze the environmental effects associated with the project, energy use is evaluated in three distinct categories:

1. Equipment energy use from construction of future development and redevelopment projects;
2. Transportation energy use from people traveling to, from, and within the City; and
3. Building energy use within the City after buildout.

a. Construction-Related Energy Use

During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. At the program level, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. Although the exact details of future development are not known, there are no known conditions in the City that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. It should also be noted that all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to 5 minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements, which would increase construction equipment fuel efficiency.

Therefore, future development would not result in the use of excessive amounts of fuel or other forms of energy during construction of future projects.

b. Transportation-Related Energy Use

Buildout of the GPU and SSCSP would consume energy associated with transportation uses. Trips by individuals traveling to, from, and within the City would largely rely on passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas and could potentially be fueled by electricity. Additionally, the City experiences higher volumes of heavy truck traffic which is generally powered by diesel. In 2020, CARB adopted the Advanced Clean Trucks Regulation which requires manufacturers to sell zero-emission trucks as an increasing percentage of their annual state sales starting in 2035. As a result, the number of diesel-fueled heavy trucks will decrease over time.

Under base year conditions, the City has an average VMT per capita of 18.0. Buildout under the existing General Plan would result in an average VMT per capita of 16.2. In comparison, buildout of the GPU is projected to have an average VMT per capita of 15.6, which would be less than buildout of the existing General Plan (see Appendix D). The GPU would achieve this reduction in VMT by primarily focusing future development and redevelopment within the SSCSP Planning Area, which

would reduce reliance on vehicular travel compared to the existing General Plan. As further discussed in Section 4.16, future development would be required to adhere to GPU and SSCSP policies focused on coordination of land uses and mobility planning to promote walking, biking, and transit, and improve access throughout the City, especially within the SSCSP Planning Area. The SSCSP Land Use chapter supports new mobility connections including expanded transit, bicycle/pedestrian facilities, and greenways to reduce dependence on automobiles and improve linkages between the corridors and adjacent neighborhoods. Overall, buildout under the GPU and SSCSP would generate less VMT compared to buildout of the existing General Plan.

c. Building-Related Energy Use

As future development within the City is implemented, new or renovated buildings would be required to use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder due to high heating demands. Residential uses would likely see the most energy use in the evening as people return from work, while most non-residential facilities would have high energy use during normal business hours and lower levels at other times.

Existing and future residential and non-residential energy use was calculated as a part of the GHG inventory and projections prepared in conjunction with the CAP (see Section 4.9). Table 4.7-2 shows current and forecasted energy use considering 2022 Title 24 (known as Adjusted Business as usual, or ABAU). Forecasted energy use also considered the City' participation in the Clean Energy Alliance (CEA). The CEA is a new public entity that will operate a Community Choice Energy program to provide alternative energy resources. Other members include the cities of Escondido, San Marcos, and Vista. CEA's member agencies are able to pool their communities' energy demands and increase their purchasing power for higher renewable energy content. On May 1, 2021, CEA began providing energy services, offering residents cleaner energy, competitive rates, local programs, and local control (Clean Energy Alliance 2024).

Table 4.7-2 summarizes existing energy use compared to GPU buildout.

Table 4.7-2
Energy Use

Sector	Existing (2018)		Proposed GPU (2050)	
	Electricity (MWh)	Natural Gas (Therms)	Electricity (kWh)	Natural Gas (Therms)
Residential	291,575	16,000,000	376,120	19,646,730
Non-Residential[1]	413,817	12,000,000	645,914	18,622,791

SOURCE Ascent 2024.
MWh = megawatt hours
[1]Non-residential energy use=Commercial, industrial and governmental sector use.

As shown in Table 4.6-2 above, buildout of the GPU would result in an increase in electricity and natural gas usage compared to existing usage. Future development would, at a minimum, be required to comply with the mandatory measures included in the current 2022 Energy Code

(California Code of Regulations, Title 24, Part 6) and the 2022 CALGreen standards. New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

In addition to the energy efficiencies that would be realized from compliance with current CALGreen and Title 24 standards in new developments, future development would be reviewed for consistency with the existing ECAE and proposed GPU and SSCSP policies. Specifically, the ECAE encourages new development to supply a portion of its energy demand through renewable sources (ECAE Policy 1a-2), incentives energy efficient retrofitting of existing development and LEED-certified and ZNE development (ECAE Policies 1b-1and 1c-1), and promotes increased land use intensities that could increase transit ridership (ECAE Policy 2a-1). Future development would implement HLC Policy 7-140 applying California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction and implement incentives for builders that exceed those standards. Pursuant to HLC Policy 7-144, all new residential development shall be fully electric and no new gas connections shall be permitted for residential development.

As detailed in Section 4.9, the Updated CAP includes GHG reduction goals related to energy use and energy conservation. Therefore, through decreased reliance on electricity and natural gas, regulatory and policy compliance, as well as implementation of Updated CAP reduction measures, the GPU and SSCSP would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of building-related energy.

4.7.4.3 Significance of Impacts

Energy conservation measures required by applicable energy conservation regulations (e.g., CALGreen, Title 24) and energy conservation policies included in the existing ECAE and proposed GPU and SSCSP, as well as implementation of the Updated CAP reduction measures (see Section 4.9) would support the minimization of energy consumption from operations associated with future development. VMT and building energy use associated with buildout of the GPU and SSCSP would be less than the VMT and building energy use associated with buildout of the existing General Plan. Therefore, the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

4.7.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.5 Renewable Energy and Efficiency Plans

4.7.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to consistency with renewable energy and efficiency plans are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.7.5.2 Impact Analysis

The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS. As discussed under Section 4.7.3.1 above, future development implemented under the project would be required at a minimum to meet the mandatory energy requirements of CALGreen and the California Energy Code in effect at the time of development. Based on the latest report to the legislature, SDG&E has obtained 59 percent renewables as of 2022 (CPUC 2023) and is on track to achieve future RPS goals. Thus, electricity provided to the City is increasingly coming from renewable sources. Implementation of the project would not interfere with SDG&E's progress towards achieving RPS goals. Additionally, as discussed in Section 4.7.3.1, buildout under the GPU and SSCSP would result in less VMT and less building energy consumption compared to buildout of the existing General Plan. Therefore, the project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or SDG&E's implementation of RPS.

4.7.5.3 Significance of Impacts

Future development under the GPU and SSCSP would implement applicable regulations and be reviewed for compliance with policies that would ensure development would be energy efficient. Therefore, the project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS, and impacts would be less than significant.

4.7.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.6 Cumulative Analysis

Future development under the GPU and SSCSP would generate additional energy demands. However, as new development and redevelopment occurs, buildings would be required to comply with the CEC, Title 24 requirements in place at the time of building permit issuance. Each update to the Energy Code has historically incorporated more stringent energy efficiency requirements, and the state is headed towards a net-zero energy goal for new development. Therefore, redevelopment would replace older, less energy efficient buildings with more energy efficient buildings that meet current energy efficiency standards. Furthermore, the City's CAP Update includes additional energy

efficiency requirements that would be required of future discretionary developments. Additionally, by focusing development within the corridors, the GPU and SSCSP would reduce VMT when compared to buildout of the existing General Plan. Therefore, the project would not contribute to cumulative impacts related to energy consumption.

4.8 Geology and Soils

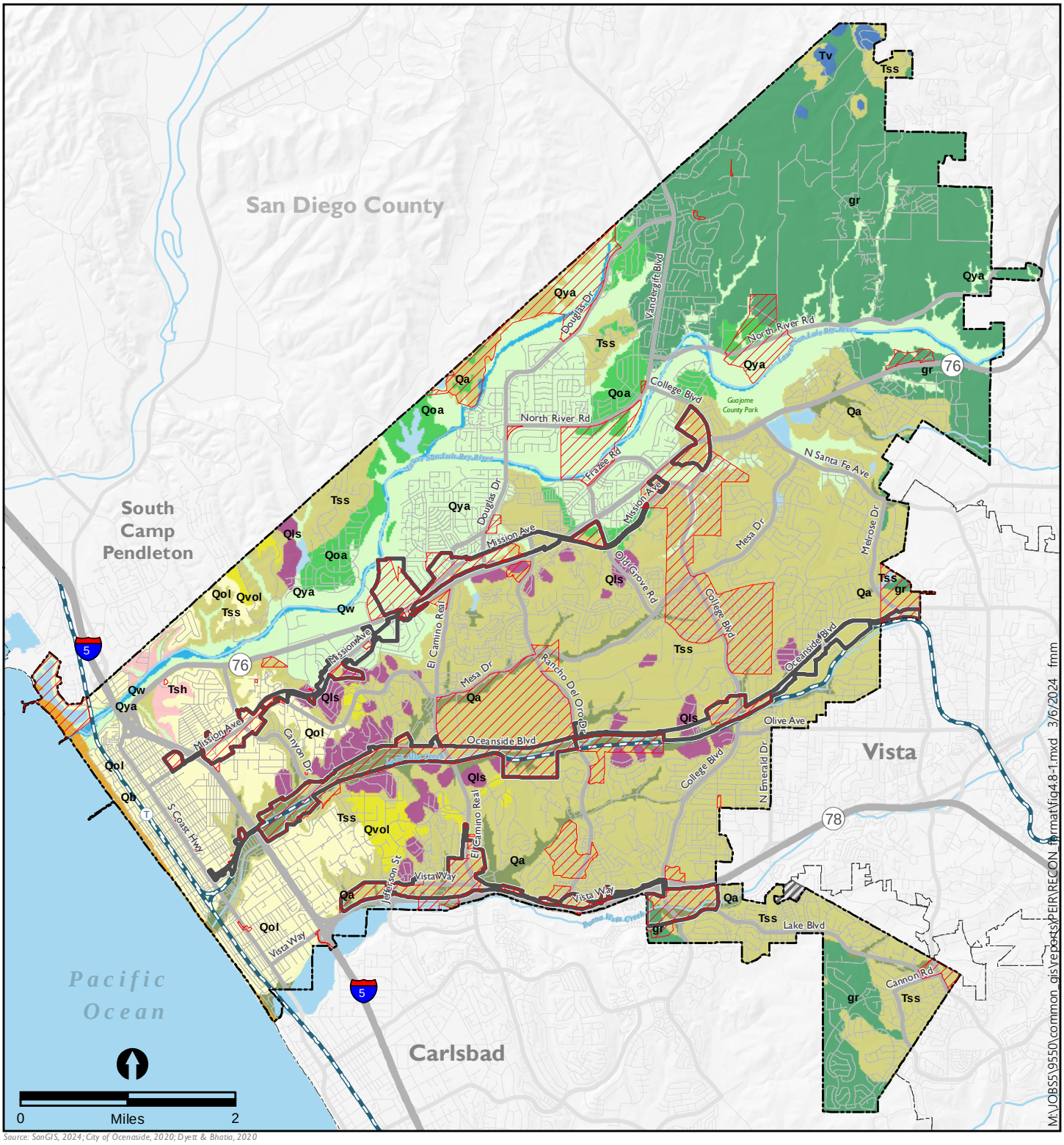
This section addresses potential project impacts related to geological resources that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.8.1 Existing Conditions

4.8.1.1 Geology/Topography

The City is located in northwestern San Diego County within the coastal sub-province of the Peninsular Ranges Geomorphic Province. The Peninsular Range Province is characterized by northwest-trending mountain ranges separated by subparallel fault zones. The mountain ranges are underlain by basement rocks consisting of Jurassic meta-volcanic and meta-sedimentary rocks and Cretaceous igneous rocks of the Southern California batholith. Surface and near-surface deposits of the Peninsular Range Province are composed of late Cretaceous, Tertiary, and Quaternary sediments that flank the mountain ranges to the northeast and southwest. The local geologic area is underlain by the Santiago Formation and Quaternary alluvium consisting of unconsolidated clay, silt, sand, and gravel (City of Oceanside 2021).

Geological formations underlying the City are largely composed of sedimentary rocks, identified as coarse-grained, with alluvial formations along and fanning out from the San Luis Rey River, Loma Alta Creek, and Buena Vista Creek beds. Alluvial deposits are defined as material deposited by rivers consisting of silt, sand, clay, and gravel, as well as much organic matter (City of Oceanside 2021). As shown in Figure 4.8-1, alluvial deposits are most extensive in the lower parts of a river's course, forming floodplains. These areas where unsorted gravel, sand, and clay have been loosely deposited from river flow coincide with high landslide susceptibility areas (discussed below).



Source: SanGIS, 2024; City of Oceanside, 2020; Dyett & Bhatia, 2020

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- City of Oceanside
- Neighbor City
- Sphere of Influence
- Oceanside Transportation Center
- Rail
- Areas of Change
- SSCSP Planning Area

Geological Formations

- Alluvial Valley Deposits: Qa
- Young Alluvial Valley Deposits: Qya
- Old Alluvial Valley Deposits: Qoa
- Alluvial Wash Deposits: Qw
- Beach Deposits: Qb
- Fine-grained Tertiary Age Formations of Sedimentary Origin: Tsh
- Coarse-grained Tertiary Age Formations of Sedimentary Origin: Tss
- Granitic and Other Intrusive Crystalline Rocks of All Ages: gr
- Landslide Deposits; May Include Debris Flows and Older Landslides: Qls
- Old Lacustrine, Playa and Estuarine (Paralic) Deposits: Qol
- Very Old Lacustrine, Playa and Estuarine (Paralic) Deposits: Qvol
- Tertiary Age Formations of Volcanic Origin: Tv
- Water

FIGURE 4.8-1
Geological Formations

Citywide topography is shown on Figure 4.8-2. The topography of the City can be characterized by three physiographic regions. The first is the low-lying coastal area along the Pacific Ocean. The next region comprises the City's three principal waterways, and the third includes the foothills and higher elevations located along the eastern boundary of the city. City elevations range from zero along the coast to 940 feet above sea level, inland. The Areas of Change are within the SSCSP Planning Area with Vista Way and Oceanside Boulevard generally following the Buena Vista Creek and Loma Alta Creek, respectively. The SSCSP Planning Area spans City topography from the coastal area to the foothills.

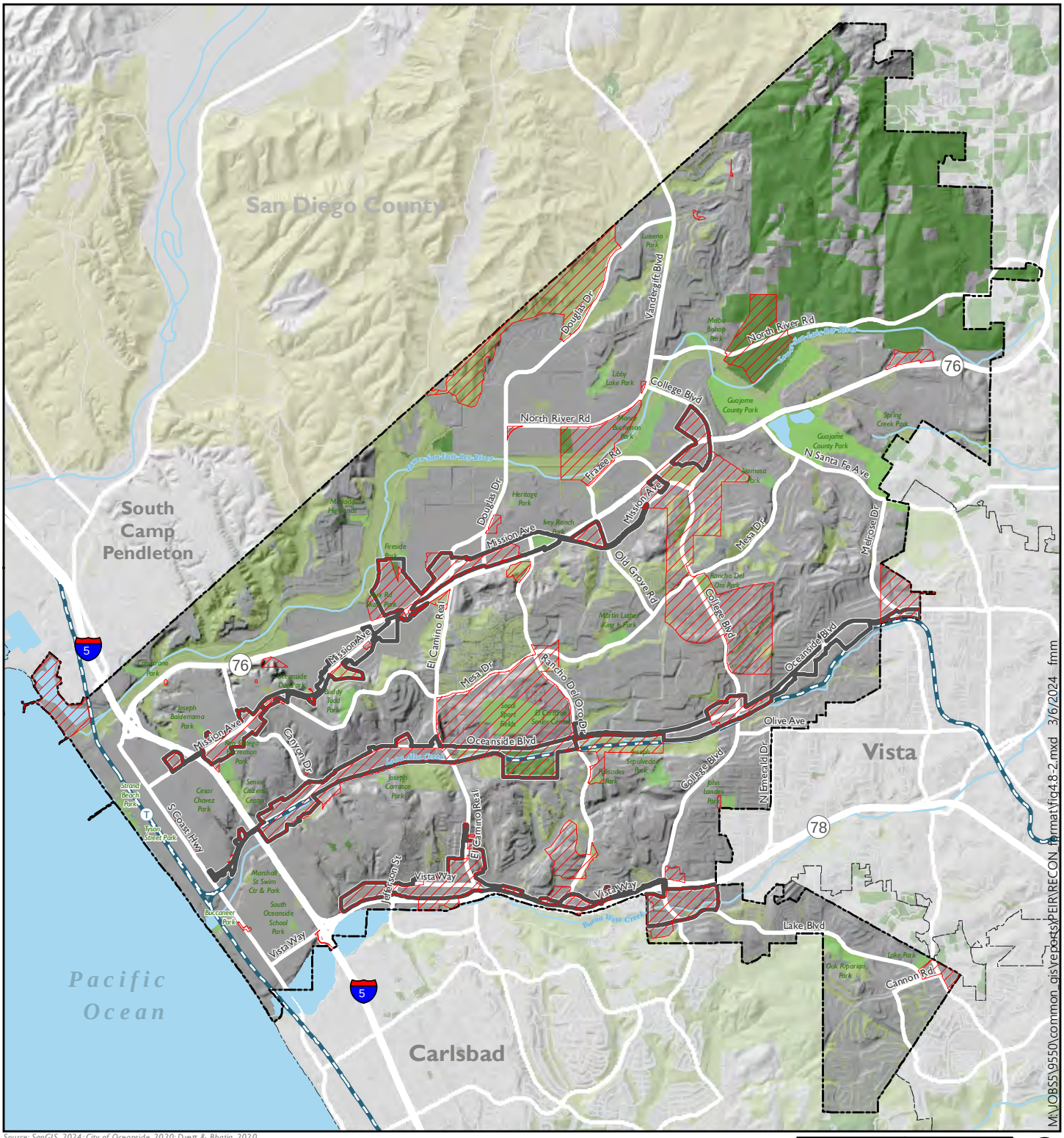
4.8.1.2 Soils

Soil types underlying the City are shown in Figure 4.8-3 and summarized in Table 4.8-1. The City is primarily underlain by sandy loam, loamy sand, clay, and loam. The remaining soil types each cover only a minimal portion of the City. Portions of the Areas of Change are located within and adjacent to each of these main soil types. Descriptions of the general characteristics of the primary soils are presented below.

Table 4.8-1
Soils Information

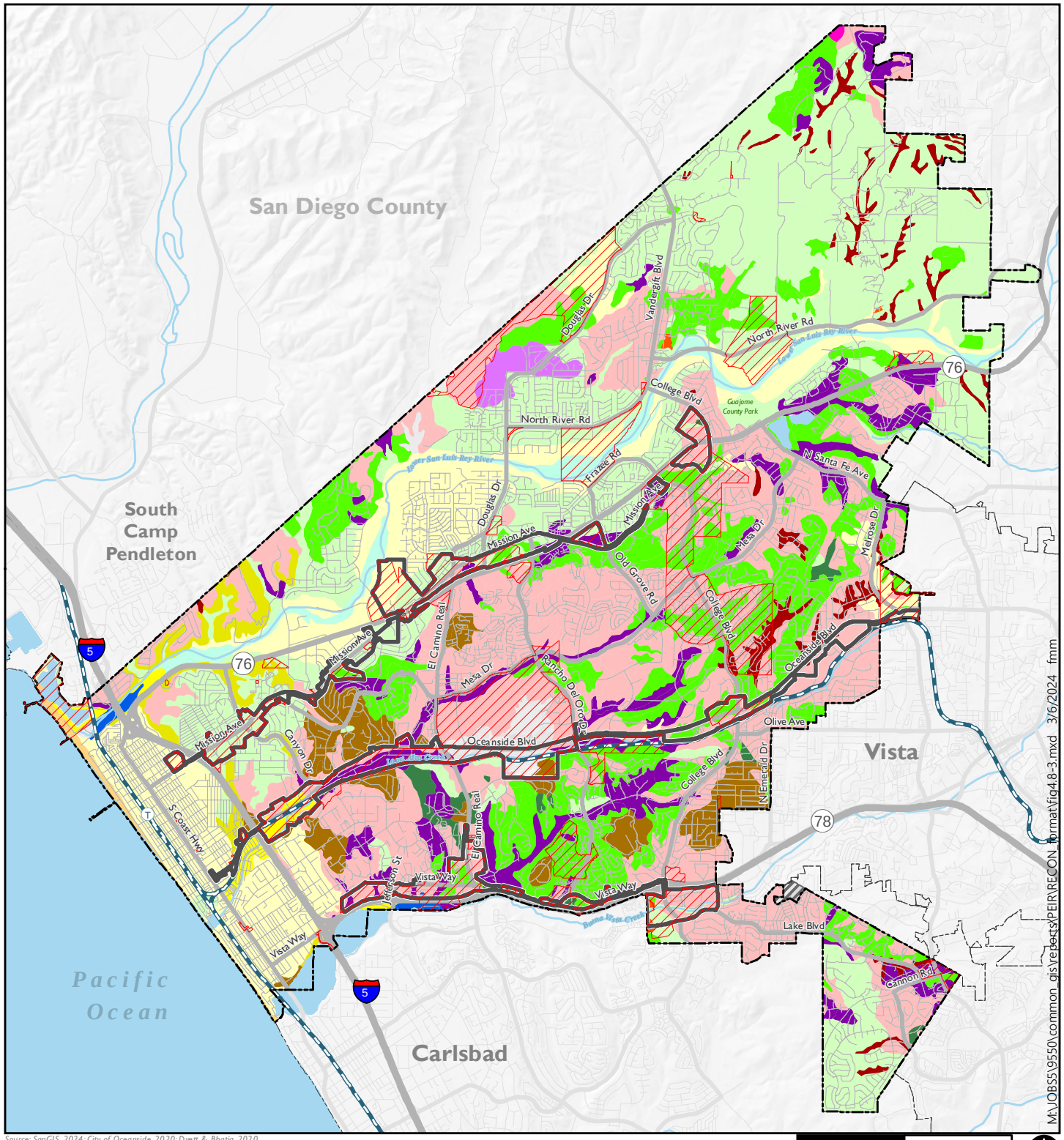
Soil Type	Acreage	Percentage of City
Chino silt loam saline	180.02	0.67%
Clay	3,917.60	14.51%
Coastal beaches	98.56	0.37%
Gravel pits	17.30	0.06%
Igneous Rock Land	9.27	0.03%
Lagoon Water	80.02	0.30%
Loam	1,751.38	6.49%
Loamy Sand	7,107.42	26.33%
Made Land	216.03	0.80%
Riverwash	471.15	1.75%
Salt Pond	247.11	0.92%
Sandy Loam	7,375.03	27.32%
Steep gullied land	476.26	1.76%
Terrace escarpments	457.94	1.70%
Tidal flats	70.42	0.26%
Tujunga sand	3,374.95	12.50%
Urban Land Complex	1,034.37	3.83%
Water	44.09	0.16%
Grand Total	26,928.92	99.77%
CITY TOTAL	**26,991.24[1]**	

SOURCE: City of Oceanside 2021.
[1]The missing 0.23% is in the harbor and there is no soils data for that area.



City of Oceanside
Neighbor City
Sphere of Influence
Oceanside Transportation Center
Rail
Park
Agriculture
Open Space Park or Preserve
Military Training
Areas of Change
SSCSP Planning Area

FIGURE 4.8-2
Citywide Topography



- City of Oceanside
- Neighbor City
- Sphere of Influence
- Oceanside Transportation Center
- Rail
- Areas of Change
- SSCSP Planning Area

Soil Type

- Igneous Rock Land
- Clay
- Sandy Loam
- Loamy Sand
- Urban Land Complex
- Chino Silt Loam Saline
- Coastal Beaches
- Gravel Pits
- Loam
- Loamy Alluvial Land
- Made Land
- Riverwash
- Steep Gullied Land
- Terrace Escarpments
- Tidal Flats
- Tujunga Sand

FIGURE 4.8-3
Soils

a. Sandy Loam

Sandy loam comprises 27.32 percent of the City. Sandy loam soils are broken down into four categories, including coarse sandy loam, fine sandy loam, sandy loam and very fine sandy loam. As shown in Figure 4.8-3, sandy loam soils are in the northeastern (South Morro Hills) portion of the City, through the northern central area along the San Luis Rey River, and along Mission Avenue to just north of the Interstate 5. Portions of the Areas of Change within the SSCSP Planning Area (along the Mission Avenue corridor) are underlain by sandy loam.

b. Loamy Sand

Loamy sand is the next most prominent soil type found within 26.33 percent of the City. Loamy sands differ from sandy loams as loamy sands contain more silt separates and fewer particles of sand and clay. As shown in Figure 4.8-3, loamy sand soils are located throughout the central portion of the City, as well as areas between the Loma Alta and Buena Vista creeks. Loamy sand soils are characterized as moderately well-drained, medium to rapid runoff, and slow permeability. Portions of the Areas of Change are underlain by loamy sand soils primarily throughout the central parts of the City, within the SSCSP Planning Area (along Oceanside Boulevard and Vista Way).

c. Clay Soils

Clay soils, primarily categorized as diablo clay, comprise 14.51 percent of the City. The diablo series soils are generally set on undulating, rolling to steep uplands with slopes of 5 to 50 percent. As shown in Figure 4.8-3, clay soils are in masses in the northern, eastern, and southern portions of the City, generally within proximity to alluvial formations. This soil is characterized as having poor drainage with high shrink/swell potential (expansive). Portions of the Areas of Change are underlain by clay soils north of Vista Way and throughout the central part of the City.

d. Loam Soils

Loam soils comprise 6.49 percent of citywide soils and are consistent with areas of alluvial formations along the City's waterways. A small portion of the Areas of Change, adjacent to the Loma Alta Creek are underlain by Loam soils.

4.8.1.3 Seismic Conditions

a. Active Faults

There are no known active or potentially active faults within the City. The nearest faults are the Elsinore Fault to the east and the Rose Canyon Fault to the south, which traverses the Pacific Ocean in a north-northeasterly direction. Like most of southern California, the City is considered seismically active and susceptible to earthquakes resulting from fault movement.

b. Ground Shaking

Ground shaking is the effect of surface motion generated by an earthquake that results in most of the damage during seismic events. Several factors control how ground motion interacts with structures, making the hazard of ground shaking difficult to predict. Structures throughout the City could be affected by ground shaking during a seismic event, either horizontally or vertically.

c. Liquefaction and Landslides

Liquefaction occurs when loose, saturated, granular soils behave similarly to a fluid when subject to high -intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low density non-cohesive (granular) soils; and (3) high-intensity ground motion. Additional side effects of liquefaction also include lateral spreading, subsidence, and collapse of soils. Liquefaction zones throughout the City are located within alluvial valley deposits in proximity to the City's waterways primarily including the San Luis Rey River, but also in proximity to Loma Alta Creek and Buena Vista Creek.

Figure 4.8-4 presents liquefaction zones throughout the City. As shown in Figure 4.8-4, the primary liquefaction zone spans to the north and south of the San Luis Rey River. Other liquefaction zones are adjacent to the lower portions of the Loma Alta and Buena Vista Creeks. As further shown in Figure 4.8-4, several portions of the Areas of Change are located within liquefaction zones primarily in the SSCSP Planning Area.

Landslides occur when masses of rock, earth, or debris move down a slope, including rock falls, deep failure of slopes, and shallow debris flows. Landslides are influenced by human activities such as grading and other construction activities, irrigation of slopes, mining activity, and by natural factors such as precipitation, geology/soil types, surface/subsurface flow of water, and topography. Frequently, they may be triggered by other hazards such as floods and earthquakes. The California Geological Survey has assigned a landslide susceptibility class of 0 or III (Low Risk) to most of the City (Figure 4.8-5). However, some areas within the eastern portion of the City and along Loma Alta Creek have been assigned landslide susceptibility classes ranging from V (Moderate Risk) to X (High Risk). As shown in Figure 4.8-5 portions of the Areas of Change within or adjacent areas designated as Moderate and High Risk.

4.8.1.4 Seismic Hazards

The Rose Canyon Fault is the greatest potential threat to San Diego as a region, due to its proximity to areas of high population (County of San Diego 2017). While there is no potential for ground rupture due to the lack of any active faults, like most of southern California, the City is considered seismically active and susceptible to earthquakes resulting from fault movement. Strong seismic ground shaking and earthquake induced liquefaction and/or landslides are the primary geologic hazards of concern in the City in the event of an earthquake.

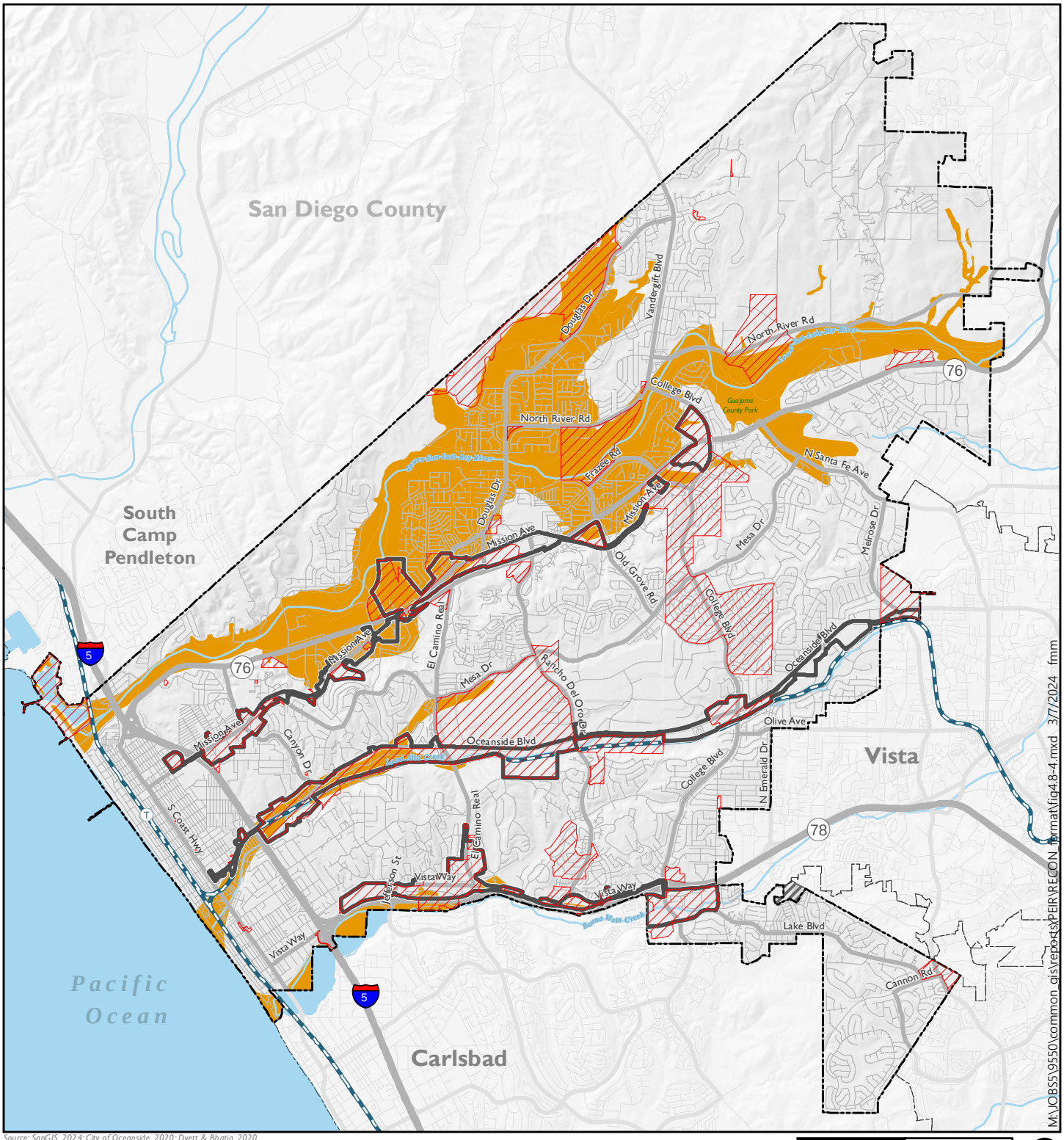
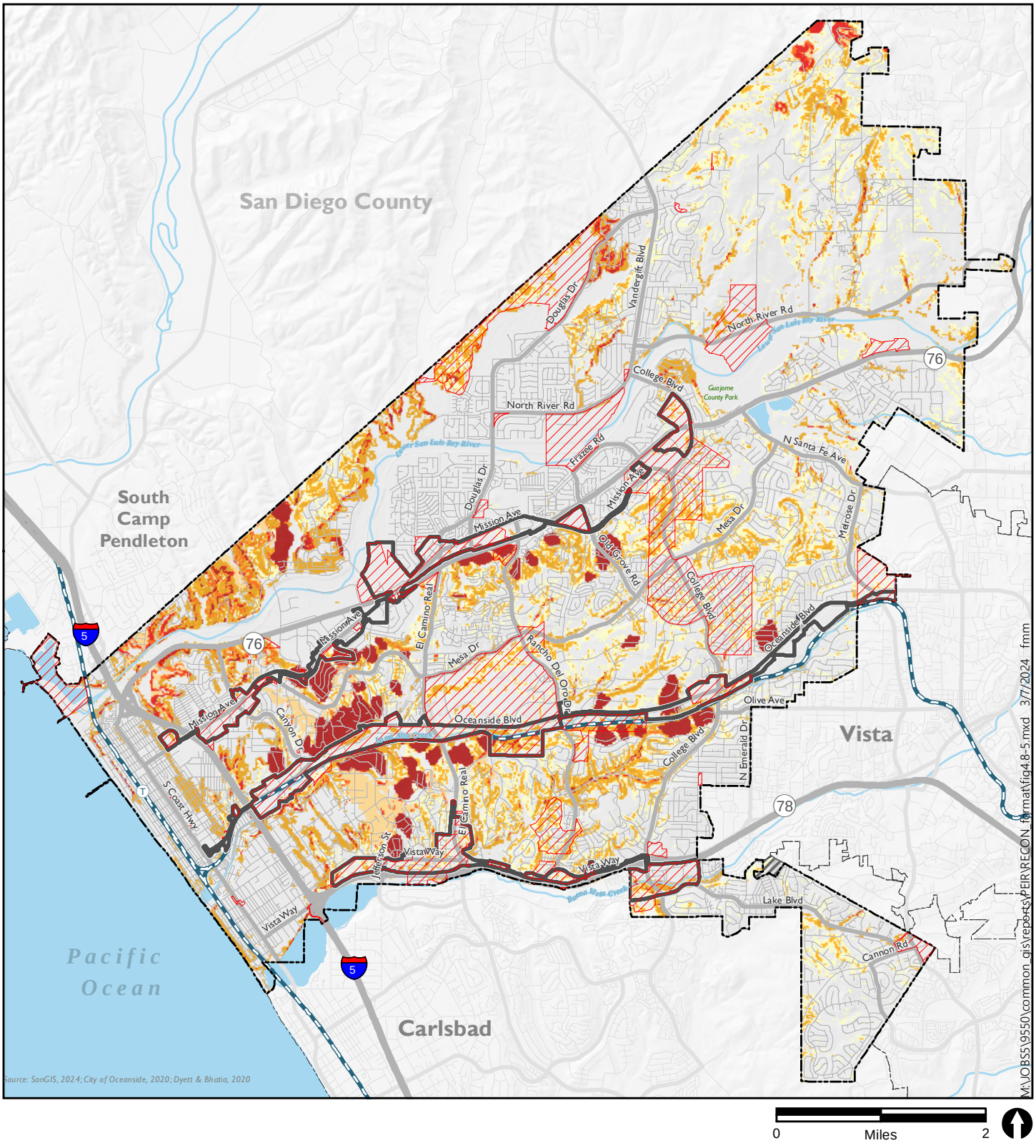


FIGURE 4.8-4
Liquefaction Zones



City of Oceanside

Sphere of Influence

Neighbor City

Oceanside Transportation Center

Rail

Landslide Susceptiblity Classes

0

III

V

VI

VII

VIII

IX

X

Areas of Change

SSCSP Planning Area

FIGURE 4.8-5
Landslides

The degree of damage caused by an earthquake depends on an area's geologic composition, the number of people and the designated land uses, the prevailing construction standards, the efficiency of the emergency-response system and even the time of day and day of the week. Most of the City's geologic and seismic threat comes from impacts to City utility lifelines, quake-related fire, landslide, or flood, and impacts to structures or buildings, which can include partial or total collapse. The potential for structural hazards largely depends on the structure's design and construction type. While modern building codes require seismic study, safety measures, and earthquake-resistant design to help protect communities against structural hazards, many buildings throughout the City may have been built before these codes were in place.

4.8.1.5 Septic Systems

The City is primarily served by a sewer collection system as described in greater detail in Section 4.18. The South Morro Hills area, however, is outside of the City's current sewer service area boundary, and all existing homes within South Morro Hills utilize individual private septic systems.

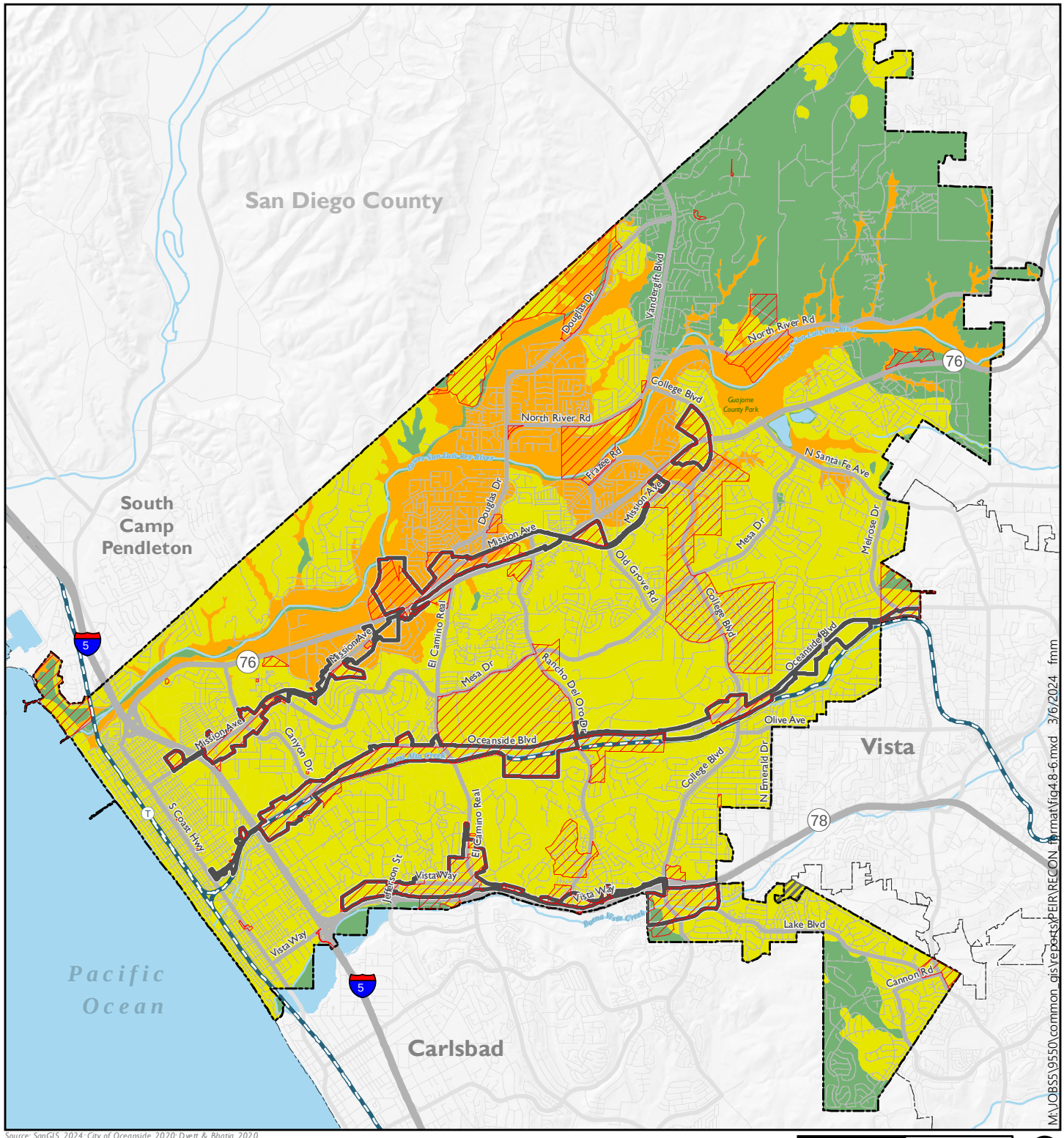
4.8.1.6 Paleontological Resources

Paleontological sensitivity ratings for soils located throughout the City are shown in Figure 4.8-6. Sensitivity can be based on depth of excavation. However, some geologic units and formations have low potential at a depth of excavation ranging from 0 to 10 feet but have high sensitivity when the depth of excavation exceeds 10 feet. As shown in Figure 4.8-6, the majority of the City and much of the Areas of Change are underlain by High Paleontological Sensitivity areas.

4.8.1.7 Unique Geologic Features

A geological feature may be considered unique if it: is the best example of its kind locally or regionally; embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally; provides a key piece of geologic information important in geology or geologic history; is a "type locality" of a geologic feature; is a geologic formation that is exclusive locally or regionally; contains a mineral that is not known to occur elsewhere; or is used repeatedly as a teaching tool (County of San Diego 2007).

While the City offers diverse topographic features including high elevation hillsides and rocky foothills, it does not support unique geology as defined above.



City of Oceanside

Neighbor City

Sphere of Influence

Oceanside Transportation Center

Rail

Paleontological Sensitivity

No

Low: 0 to 10 ft Below the Surface
High: Deeper than 10 ft

High

Areas of Change

SSCSP Planning Area

FIGURE 4.8-6
Paleontological Sensitivity Ratings

4.8.2 Regulatory Setting

4.8.2.1 State Regulations

a. Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the act, the state geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. These have been mapped for affected cities, including the City of Oceanside. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the state of California, that is directed to the problem of potential surface fault displacement through a project site.

b. Seismic Hazards Mapping Act

The Seismic Hazard Mapping Act (SHMA) was adopted by the state in 1990 to protect the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, ground amplification or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey (CGS) is the primary agency responsible for implementing the SHMA. The CGS prepares maps identifying seismic hazard zones and provides them to local governments, which include areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. SHMA requires responsible agencies to only approve projects within these zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

c. California Building Standards Code (Title 24)

Title 24 of the California Code of Regulations (CCR) provides state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code Section 18909). Cities and counties are required by state law to enforce CCR Title 24, and may adopt ordinances making more restrictive requirements than provided by CCR Title 24 due to local climatic, geological, or topographical conditions. The City has adopted the 2022 California Building Code (CBC) by references in its Code of Ordinances (Part I, Chapter 6, Article II, Section 6.6 Adoption by Reference). Chapter 18 of the CBC addresses the requirement for geotechnical investigations to be conducted to ensure foundational studies and soil investigation support the proposed development. As further detailed in Chapter 18, Section 1803.6 a Geohazard report is also required for all development to identify geologic and seismic conditions that may require project mitigations. The reports shall contain data which provide an assessment of the nature of the site and potential for earthquake damage based on appropriate investigations of the regional and site geology, project foundation

conditions and the potential seismic shaking at the site. The report shall be prepared by a California-certified engineering geologist in consultation with a California-registered geotechnical engineer.

d. California Public Resources Code

Section 5097.5 of the Public Resources Code states the following:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands.

As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority or public corporation, or any agency thereof. Consequently, the City is required to comply with Public Resource Code Section 5097.5 for its activities on publicly owned land.

4.8.2.2 Regional Regulations

a. Multi-Jurisdictional Hazard Mitigation Plan and Local Hazard Mitigation Plan

On February 7, 2023, the Board of Supervisors of the County of San Diego adopted the revised 2023 Multi-Jurisdictional Hazard Mitigation Plan (MHMP). The MHMP is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The MHMP is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The MHMP includes discussions focused on earthquake driven geological hazards including liquefaction and landslides.

- Details related to local hazards identified for each participating jurisdiction, including the City, are included in the jurisdictions' respective annexes. Specifically, earthquake damage was identified as a top hazard. In response, the City developed the following goal for their Local Hazard Mitigation Plan (LHMP): Goal 5: Reduce the possibility of damage and losses to life, property and the environment, particularly critical facilities or infrastructure and City owned facilities, due to earthquakes.

To meet this goal, the City developed broad objectives to Goal 5, and for each of these objectives, specific actions were developed to assist in their implementation.

- Objective 5.A: Develop a comprehensive approach to reducing the possibility of damage and losses due to earthquakes and tsunamis.
    - Action 5.A.1: Develop an integrated communication/notification plan utilizing Geographic Information Systems (GIS) technology and the Emergency Broadcast System (EBS)

including information about road closures, evacuation routes, shelters, emergency medical access and updated event information. Includes development of a countywide damage assessment team.

- Action 5.A.3: Retrofit five existing water storage reservoirs to seismic standards.

4.8.2.3 Local Regulations

a. City of Oceanside Grading Regulations Manual (also known as Grading Ordinance)

The City's Grading Ordinance (GO) establishes 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. Relevant portions of the Grading Ordinance include the following:

- Subject to some exceptions, all grading, clearing, brushing, or grubbing on natural or existing grade that is preparatory to grading, requires a Grading Permit from the City Engineer (GO Section 201).
- Application for a Grading Permit is required to include grading plans, geotechnical reports (soils engineering report and engineering geology report), and a landscape and irrigation plan (GO Section 506).
- Recommendations contained in the geotechnical reports are required to be incorporated into the grading plans and shall become conditions of the grading permit (GO Section 513).

b. City of Oceanside Code of Ordinances

Chapter 6 Building Construction Regulations

In Article II of Chapter 6, the City adopts the CBC as the Building Code of the City of Oceanside.

Chapter 29 Sewers and Sewage Disposal

Article VIII, also known as the Septic Tank Ordinance, provides minimum specifications for the construction or installation of septic tanks. The Ordinance regulates permitting, maintenance, and construction of septic systems. Specifically, an application for construction of septic tanks may require the applicant to provide a report of an engineer registered in the state showing that soil percolation tests have been made by such engineer on the site of the proposed subsurface sewage disposal system or unit, and the results of such tests (Section 29.79). Moreover, an application may be denied if it is determined that the location, area, soil porosity, ground water level, density of population in the area, the number of persons to be served or other conditions would cause the operation of the subsurface sewage disposal unit or system described in the application to create an unsanitary condition endangering public health (Section 29.80).

4.8.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.8.3.1 Policy Framework

a. GPU Safe and Resilient Environment Element (SRE)

The SRE focuses on the City's exposure to natural and human-induced hazards. The element includes an assessment of potential damage that could result from geologic and seismic hazards. The following policies are examples of the policy framework intended to minimize earthquake damage throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

- Policy 6-41: Minimize risk to structures and humans by limiting development in areas subject to landslides or other geologic threats.
- Policy 6-44: Ensure that the siting, design, engineering, and construction of new development minimizes the potential for erosion.
- Policy 6-47: Require all development in areas prone to landslides and in liquefaction zones, as shown in Figures 6-5 and 6-6 and as updated by State agencies in the future, to complete geotechnical analysis and incorporate recommended measures as part of project approval process.
- Policy 6-48: Continue to enforce ordinances for grading, erosion control, and sediment management, including the provisions of the urban runoff and discharge control ordinance.
- Policy 6-49: In accordance with State law, maintain up-to-date requirements for design and retrofitting of all structures to minimize the risk from seismic and geologic occurrences.

b. SSCSP Environmental Quality

The Environmental Quality chapter of the SSCSP provides policy direction to avoid risks from geologic and seismic hazards throughout the SSCSP Planning Areas, providing a framework for to protect new development from risks pertaining to soil instability, seismic activity, and other geologic hazards.

- GOAL 3: Geologic and seismic risks will be minimized through thoughtful construction practices.

- Policy EQ-13: Seismic and Geologic Safety. Require all projects in areas prone to landslides and/or liquefaction to identify and minimize potential risks through geotechnical analysis, and, where necessary, mitigation measures.

- Policy EQ-14: Development Applications. Require development applications to include a preliminary soils report and hydrologic and hydraulic analyses in accordance with the City's Grading Ordinance.

4.8.4 Seismic Hazards

4.8.4.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to seismic hazards are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic ground shaking?
  - Seismic-related ground failure, including liquefaction?
  - Landslides?

4.8.4.2 Impact Analysis

a. Seismic Hazards

No active faults are located within the City; therefore, there would be minimal risk associated with potential fault rupture as unknown faults may exist within the City limits. However, due to the City's location within southern California, and the proximity of major fault lines, hazards related to seismic events could occur. Implementation of the GPU and SSCSP would result in increased density and intensity of uses throughout the City, which could increase potential impacts associated with earthquake damage. The City's Grading Ordinance requires future development and redevelopment which apply for grading permits to prepare project level specific soils and geology reports to assess geologic conditions within individual project sites. Specifically, GO Sections 506 and 513 require a geotechnical report be prepared for all grading projects and a preliminary soil report, preliminary engineering geology report and/or seismicity report to be prepared depending on site specific conditions. The required reports must provide specific recommendations to facilitate a safe and stable development and all recommendations detailed in the reports become conditions of individual project approval.

In addition to preliminary analyses and grading recommendations, future development would be required to adhere to the City's Building Code (Title 24 California Building Standards). While it is not

possible to prevent earthquakes, the loss and damage resulting from their impacts can be minimized through proper design and construction of structures and land-use development. To address the issue of potential hazards to older structures, the City is working to apply the State building code's seismic retrofitting standards to existing buildings to ensure their safety.

Additionally, future development, especially within the SSCSP Planning Area, would be required to comply with proposed goals and policies to ensure geologic and seismic risks are minimized (SSCSP Environmental Quality Goal 3) and the requirement for development applications to include a preliminary soils report and hydrologic and hydraulic analyses in accordance with the City's Grading Ordinance (Policy EQ-14). Although specific design features of future projects are not known at this program level of review, future development would be required to conform with state and local regulatory and policy standards and would be required to prepare a site-specific geologic report that provides provisions to reduce the potential impacts associated with seismic hazards.

b. Liquefaction and Landslides

Citywide Liquefaction and Landslide susceptibility areas are shown in Figures 4.8-4 and 4.8-5, respectively. Additional side effects of liquefaction also include lateral spreading, subsidence and collapse of soils. As shown therein, some portions of the City have been assigned high potential for liquefaction most acutely along the San Luis Rey, Loma Alta Creek, and Buena Vista Creek. There is also moderate and high risk for landslides largely in sloped areas adjacent to the Loma Alta Creek floodplains. Although the Areas of Change would primarily be located within low-risk landslide areas, there are portions that would be within areas assigned a moderate to high landslide susceptibility rating. Additionally, future development under the GPU could occur outside the Areas of Change, which may be in areas designated with a moderate to high landslide susceptibility rating.

All future development would be required to adhere to relevant regulations contained in the City's GO which specifies that a geotechnical report would be required for all grading projects, unless otherwise subject to an exception. The required geotechnical report requirement would provide specific recommendations to facilitate a safe and stable development. Where geotechnical reports identify potential geologic hazards, including potential for surface fault rupture, liquefaction, or ground failure, the reports are required to contain appropriate recommendations for hazard mitigation to be incorporated into the design of the project before issuance of a building permit. No building permit may be issued for construction where the geotechnical investigation report establishes that construction of buildings or structures would be unsafe because of the geologic hazards. Proposed GPU and SSCSP policies support the City's regulations through requiring all development in areas prone to landslides and in liquefaction zones to complete geotechnical analysis and incorporate recommended measures as part of project approval process (SRE Policy 6-47 and SSCSP Policy EQ-14). As future site-specific geotechnical evaluation is completed, site-specific recommendations would be identified to ensure the site grading and building techniques incorporate recommended measures to address any hazard conditions related to liquefaction and landslide susceptibility (as well as lateral spreading, subsidence and collapse of soils).

4.8.4.3 Significance of Impacts

Implementation of the GPU and SSCSP would result in increased density and intensity of uses throughout the City, which could increase potential impacts associated with seismic hazards. Implementation of the project would not have direct or indirect significant environmental impacts to seismic hazards because future development would be required to comply with the City codes and California Building Code. Additionally, the GPU and SSCSP regulatory framework includes a requirement for site-specific geotechnical investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to grading regulations and construction requirements and implementation of recommendations contained within required site-specific geotechnical studies would preclude significant impacts related to seismic hazards. Thus, impacts related to seismic hazards would be less than significant.

4.8.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.5 Soil Erosion

4.8.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to soil erosion are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Result in substantial soil erosion or the loss of topsoil?

4.8.5.2 Impact Analysis

As detailed in Section 4.8.1.2, some soil types within the City are relatively stable, while others may be susceptible to collapse and erosion. Figure 4.8-3 shows that Areas of Change are located within or adjacent to soils with high erosion potential. Therefore, grading, excavation, demolition, and construction activities associated with future development would increase the potential to expose topsoil to erosion. All future development within the Areas of Change, and throughout the City, would be required to adhere to relevant regulations contained in the City's GO and CBC which specifies that a geotechnical report would be required for all grading projects, unless otherwise subject to an exception. The required geotechnical report requirement would provide specific recommendations to facilitate a safe and stable development, including erosion control measures especially during grading and other construction activities. Recommendations in the geotechnical reports are required to be incorporated into the grading plans and become conditions of the grading permit.

Additionally, future development would incorporate long-term water quality controls pursuant to storm water standards including the National Pollutant Discharge Elimination System (NPDES) Municipal Permit requirements. Measures implemented to avoid or reduce erosion and

sedimentation effects are discussed in Section 4.11, Hydrology and Water Quality. Short-term erosion and sedimentation impacts would be addressed through conformance with the City stormwater regulations including implementation of best management practices (BMPs) as detailed in the City's BMP Design Manual (see Section 4.11.4).

Future projects would also be required to adhere to proposed goals and policies contained within the GPU and SSCSP. The SSCSP specifically addresses the need for future development projects to demonstrate that on-site soils can safely accommodate new development (SSCSP Policy EQ-14).

4.8.5.3 Significance of Impacts

Future development within the Areas of Change and throughout the City could result in risks related to soil erosion. Adherence to NPDES permit, City regulations, applicable CBC standards and proposed policy compliance would ensure impacts associated with loss of topsoil and soil erosion would be less than significant.

4.8.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.6 Unstable Geologic Unit/Expansive Soils

4.8.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to unstable geology are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

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

4.8.6.2 Impact Analysis

As described in Sections 4.8.3 and 4.8.4 above, some areas of the City are underlain by soils identified as poor to fair stability with increased potential for landslide and liquefaction. Expansive soil is one of the more problematic soils because it behaves differently from other normal soils due to their tendency to swell and shrink. Therefore, additional geotechnical protection measures would be needed if development were proposed within areas with expansive soils. Clay soils are an example of expansive soils. As shown in Figure 4.8-3, clay soils are located within or adjacent to portions of the Areas of Change and throughout the City. Development within these soils could result in a significant impact due to the soil's inability to support proposed structures, especially during major rain events and/or flash floods.

All future development would be required to adhere to relevant regulations contained in the City's GO which specifies that a geotechnical report would be required for all grading projects, unless otherwise subject to an exception. The required geotechnical report requirement would provide specific recommendations to facilitate a safe and stable development. Recommendations in the geotechnical reports are required to be incorporated into the grading plans and become conditions of the grading permit.

Future projects would also be required to adhere to proposed goals and policies contained within the GPU and SSCSP. As stated above, the SSCSP specifically addresses the need for future development projects to demonstrate that on-site soils can safely accommodate new development.

Future construction would also be guided by the City's Building Construction Regulations/CBC ensuring adequate construction materials, and shoring and stabilization measures are employed. Therefore, adherence to City regulations and policy implementation would ensure that future development would not cause substantial adverse effects associated with expansive or unstable soils.

4.8.6.3 Significance of Impacts

Adherence to City regulations, applicable CBC standards, and proposed policy compliance would ensure impacts associated with unstable geologic conditions and expansive soils would be less than significant.

4.8.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.7 Support Septic Tanks

4.8.7.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to septic systems are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.8.7.2 Impact Analysis

The Areas of Change are within the City's public waste disposal service area. New or redevelopment within these areas would connect to the public sewer system. Likewise, except for South Morro Hills north of North River Road, the City is served by public sewer. Septic systems are regulated by Chapter 29 of the City's Code of Ordinances. Applications for construction of septic connections would be required to adhere to regulations including the requirement for a soil percolation test showing on-site conditions would be adequate to support the proposed system.

4.8.7.3 Significance of Impacts

New development within the SSCSP and Areas of Change would not require use of septic tanks or alternative waste disposal systems. However, development within South Morro Hills may require new or expanded septic systems to support sewage disposal. Any application for construction of septic tanks would be regulated by City code to ensure all conditions are adequate to support the proposed system. Therefore, impacts would be less than significant.

4.8.7.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.8 Paleontological Resources or Unique Geologic Feature

4.8.8.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to paleontological resources are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.8.8.2 Impact Analysis

As shown in Figure 4.8-6, most of the City is classified with a high paleontological sensitivity rating, except the South Morro Hills area which is classified as having a low paleontological sensitivity rating. Most of the City, and therefore most areas that are classified with a high paleontological sensitivity rating, have already been developed. Therefore, redevelopment projects that do not exceed the original depth of excavation are unlikely to encounter paleontological resources. However, some portions of the Areas of Change could support new development or redevelopment that increases excavation depths resulting in the disturbance of previously unknown paleontological resources. Similarly, unique geologic features could be adversely affected, if destroyed due to site development.

4.8.8.3 Significance of Impacts

At this programmatic level of review, without known development and grading plans, projects that propose new grading or an increase in existing graded depths could result in significant impacts to paleontological resources.

4.8.8.4 Mitigation

To mitigate impacts to paleontological resources, the project would be required to implement mitigation measure GEO-1.

GEO-1: Paleontological Resources

Prior to the issuance of grading permits, the applicant shall provide written confirmation to the City of Oceanside that a qualified paleontologist been retained. A qualified paleontologist is defined as an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques and has expertise in local geology, stratigraphy, and biostratigraphy. The qualified paleontologist shall perform the following:

- Attend the pre-construction meeting and provide worker environmental awareness training at the preconstruction meeting as well as at the jobsite the day grading is to be initiated. In addition, the qualified paleontologist shall inform the grading contractor and City Engineer of the paleontological monitoring program methodologies.

- Identification of where paleontological monitoring of excavations impacting the San Diego Formation, Old Alluvial Floodplain Deposits, and deep excavations (greater than five feet below the ground surface) in areas underlain by Young Alluvial Floodplain Deposits is required within the project site based on construction plans and/or geotechnical reports.

- Procedures for adequate paleontological monitoring (including necessary monitoring equipment), methods for treating fossil discoveries, fossil recovery procedures, and sediment sampling for microvertebrate fossils, including the following requirements:

    - A paleontological monitor shall be on-site at all times during the original cutting of previously undisturbed sediments of moderately to highly sensitive geologic units (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, and excavations below a depth of five feet below the ground surface in areas underlain by Young Alluvial Floodplain Deposits) to inspect cuts for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist. Monitoring is not required during shallow excavations within Young Alluvial Floodplain Deposits.

    - Paleontological monitoring is not required in areas underlain by Artificial Fill unless grading activities are anticipated to extend beneath the veneer of fill and impact underlying geological units with moderate to high paleontological sensitivity (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, or deeper excavations into Young Alluvial Floodplain Deposits).

    - If fossils are discovered, the qualified paleontologist and/or paleontological monitor shall recover them. The paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the resource to allow recovery of fossil remains. Because of the potential for the recovery of small fossil remains, it may

be necessary in certain instances, and at the discretion of the qualified paleontologist, to set up a screen-washing operation on the project site. Alternatively, sediment samples can be collected and processed off-site.

- Paleontological reporting and collections management:
    - Prepared fossils along with copies of all pertinent field notes, photos, maps, and the final paleontological monitoring report discussed below shall be deposited in a scientific institution with paleontological collections such as the San Diego Natural History Museum within 90 days of completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time. Any curation costs shall be paid for by the applicant.
    - A final paleontological monitoring report shall be completed. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils, and shall be submitted to the designated scientific institution within 90 days of the completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time.

4.8.8.5 Significance of Impacts after Mitigation

Implementation of mitigation measure GEO-1 would ensure that a qualified paleontologist is onsite during grading and excavation to monitor construction activity and inspect cuts for fossils and paleontological resources that may be uncovered. The mitigation measure requires steps to be taken should resources be discovered to collect, curate and/or preserve found resources. Through implementation of GEO-1, significant impacts to paleontological resources would be reduced to less than significant levels.

4.8.9 Cumulative Analysis

Future development could increase the number of people exposed to seismic and geologic hazards, and erosion rates could be accelerated by earthwork for new construction. Additionally, increased development could encroach on areas with paleontological resources which could be lost if not monitored properly. Therefore, the project could contribute to a cumulatively significant impact related to geology and soils, including paleontological resources. However, all future development would be required to adhere to all relevant regulations and proposed GPU policies. Specifically, consistent with the CBC and City's GO, future projects would be required to submit geotechnical reports to identify constraints and develop engineering parameters, the implementation of which would ensure potential impacts related to seismic and geological hazards would be less than significant. Implementation of mitigation measure GEO-1 would reduce impacts related to paleontological resources to a level less than significant. Therefore, the project would not contribute to a cumulative impact related to geology and soils.

4.9 Greenhouse Gas Emissions

This section addresses potential project impacts related to greenhouse gas emissions (GHG) that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.9.1 Existing Conditions

4.9.1.1 Greenhouse Gases and Climate Change

There are numerous GHGs, both naturally occurring and manmade. Each GHG has variable atmospheric lifetime and global warming potential (GWP). The atmospheric lifetime of the gas is the average time a molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere hundreds or thousands of years. GWP is a measure of the potential for a gas to trap heat and warm the atmosphere. Although GWP is related to its atmospheric lifetime, many other factors including chemical reactivity of the gas also influence GWP. GWP is reported as a unitless factor representing the potential for the gas to affect global climate relative to the potential of carbon dioxide (CO_2). Because CO_2 is the reference gas for establishing GWP, by definition its GWP is 1. Although methane (CH_4) has a shorter atmospheric lifetime than CO_2, it has a 100-year GWP of 28; this means that CH_4 has 28 times more effect on global warming than CO_2 on a molecule-by-molecule basis.

GHG emissions estimates are typically represented in terms of equivalent metric tons of CO_2 (MT CO_2E). CO_2E emissions are the product of the amount of each gas by its GWP. The effects of several GHGs may be discussed in terms of MT CO_2E and can be summed to represent the total potential of these gases to warm the global climate. Table 4.9-1 summarizes some of the most common GHGs. All of the gases in Table 4.9-1 are produced by both biogenic (natural) and anthropogenic (human) sources. The GHGs of primary concern in this analysis are CO_2, CH_4, and nitrous oxide (N_2O).

Table 4.9-1 Global Warming Potentials and Atmospheric Lifetimes (years)			
Gas	Atmospheric Lifetime (years)	100-year GWP	20-year GWP
Carbon dioxide (CO_2)	50–200	1	1
Methane (CH_4)	12.4	28	84
Nitrous oxide (N_2O)	121	265	264
HFC-23	222	12,400	10,800
HFC-32	5.2	677	2,430
HFC-125	28.2	3,170	6,090
HFC-134a	13.4	1,300	3,710
HFC-143a	47.1	4,800	6,940
HFC-152a	1.5	138	506
HFC-227ea	38.9	3,350	5,360
HFC-236fa	242	8,060	6,940
HFC-43-10mee	16.1	1,650	4,310
CF_4	50,000	6,630	4,880
C_2F_6	10,000	11,100	8,210
C_3F_8	2,600	8,900	6,640
C_4F_{10}	2,600	9,200	6,870
c-C_4F_8	3,200	9,540	7,110
C_5F_{12}	4,100	8,550	6,350
C_6F_{14}	3,100	7,910	5,890
SF_6	3,200	23,500	17,500
SOURCE: Intergovernmental Panel on Climate Change (IPCC) 2007, 2014. GWP = growth warming potential			

4.9.1.2 GHG Inventories

a. State GHG Inventory

The California Air Resources Board (CARB) performs statewide GHG inventories. Emissions are quantified in million metric tons (MMT) of CO_2E. Table 4.9-2 shows the estimated statewide GHG emissions for the years 1990 (the baseline year for established GHG reduction targets), 2018 (the year that corresponds to the City's most recent GHG inventory), and 2021 (the most recent data available).

Table 4.9-2 California GHG Emissions by Sector in 1990, 2018, and 2021			
Sector	1990[1] Emissions in MMT CO_2E (% total)[2]	2018[3] Emissions in MMT CO_2E (% total)[2]	2021[3] Emissions in MMT CO_2E (% total)[2]
Electricity Generation	110.5 (25.7%)	63.3 (14.9%)	62.6 (16.4%)
Transportation	150.6 (35.0%)	173.8 (40.9%)	149.5 (39.2%)
Industrial	105.3 (24.4%)	101.3 (23.8%)	85.3 (22.4%)
Commercial	14.4 (3.4%)	23.9 (5.6%)	22.5 (5.9%)
Residential	29.7 (6.9%)	30.5 (7.2%)	30.5 (8.0%)
Agriculture & Forestry	18.9 (4.4%)	32.6 (7.7%)	30.9 (8.1%)
Not Specified	1.3 (0.3%)	--	--
TOTAL[4]	**430.7**	**425.3**	**381.3**

SOURCE: CARB 2007 and 2023.
[1]1990 data was obtained from the CARB 2007 source and are based on IPCC fourth assessment report GWPs.
[2]Percentages may not total 100 due to rounding.
[3]2018 and 2021 data was retrieved from the CARB 2023 source and are based on IPCC fourth assessment report GWPs.
[4]Totals may vary due to independent rounding.

As shown in Table 4.9-2, statewide GHG source emissions totaled about 431 MMT CO_2e in 1990, 425 MMT CO_2e in 2018, and 381 MMT CO_2e in 2021. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. However, transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

b. City of Oceanside GHG Inventory

A year 2018 GHG inventory was conducted for the City as part of the CAP update. The 2018 communitywide emissions inventory is summarized in Table 4.9-3.

Table 4.9-3 Year 2018 Communitywide GHG Inventory		
Source	Emissions (MT CO_2e)	Percent of Inventory
On-road transportation	428,000	50.6%
Electricity	187,000	22.1%
Natural Gas	153,000	18.1%
Solid Waste	30,000	3.5%
Off-road transportation	31,000	3.7%
Water	12,000	1.4%
Wastewater	5,000	0.6%
TOTAL EMISSIONS	**846,000**	

SOURCE: City of Oceanside 2024.

4.9.2 Regulatory Setting

4.9.2.1 Federal

a. U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the project is the Energy Star program. Energy Star products such as appliances, building products, heating and cooling equipment, and other energy-efficient equipment will be utilized by the project.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2020, which provides information on exceptional products which represent the leading edge in energy-efficient products in the year 2020 (U.S. EPA 2020a).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy – Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2020b).

b. Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. The National Highway Traffic Safety Administration sets Corporate Average Fuel Economy standards for passenger cars and for light trucks (collectively, light-duty vehicles), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel. The most recent standards require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026.

4.9.2.2. State

a. Executive Order S-3-05—Statewide GHG Emission Targets

Executive Order (EO) S-3-05, signed by Governor Schwarzenegger on June 1, 2005, established the following GHG emission reduction goals for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels; and
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

b. Executive Order B-30-15—2030 Statewide GHG Emission Goal

This EO establishes a GHG emission reduction goal for the State of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed CARB to update its Climate Change Scoping Plan to address the 2030 goal.

c. Assembly Bill 32—California Global Warming Solutions Act of 2006

In response to EO S-3-05, the California Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009, indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

d. Assembly Bill 1279

AB 1279, approved in September 2022, requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below 1990 levels. The bill would require the state board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies.

e. Senate Bill 32—California Global Warming Solutions Act of 2006

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

f. California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed AB 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

In 2008, CARB estimated that annual statewide GHG emissions were 427 MMT CO_2E in 1990 and would reach 596 MMT CO_2E by 2020 under a business as usual (BAU) condition (CARB 2008). To achieve the mandate of AB 32, CARB determined that a 169 MMT CO_2E (or approximate 28.5 percent) reduction in BAU emissions was needed by 2020. In 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. CARB determined that the economic downturn reduced the 2020 BAU by 55 MMT CO_2E; as a result, achieving the 1990 emissions level by 2020 required a reduction in GHG emissions of 21.7 (not 28.5) percent from the 2020 BAU. California achieved its 2020 goal in 2015 (CARB 2023).

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. This is equivalent to an emissions level of approximately 260 MMT CO_2E for 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

g. Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), which identified the main strategies California implemented to achieve the GHG reductions necessary to reduce forecasted BAU emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). The 2020 reduction goals were met. In November 2017, CARB released the 2017 Climate Change Scoping Plan Update,

the Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy (SCS), Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands. The 2022 Scoping Plan was adopted in December 2022 (CARB 2022). The 2022 Scoping Plan assesses the progress towards the 2030 GHG emissions reduction target identified in the 2017 Scoping Plan, and lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The 2022 Scoping Plan identifies strategies related to clean technology, energy development, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

h. Regional Emissions Targets – Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Original Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG emissions reduction targets and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a SCS or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. The San Diego Association of Governments (SANDAG) is the region's MPO. In 2018, CARB set targets for the SANDAG region of a 15 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 19 percent reduction by 2035. These targets are periodically reviewed and updated.

i. Renewables Portfolio Standard (RPS)

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030.

j. California Building Standards Code (Title 24)

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code, or CBC. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap

accessibility, and so on. Of particular relevance to GHG emissions reductions are the CBC's energy efficiency and green building standards as outlined below.

Part 6 – Energy Code

CCR Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy-efficiency standards for residential and nonresidential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current 2022 Title 24 Building Energy Efficiency Standards went into effect on January 1, 2023. The 2022 Energy Code increases on-site renewable energy generation from solar, increases electric load flexibility to support grid reliability, reduces emissions from newly constructed buildings, reduces air pollution for improved public health, and encourages adoption of environmentally beneficial efficient electric technologies.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission. The compliance reports must demonstrate a building's energy performance through use of California Energy Commission approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Part 11 – California Green Building Standards Code

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2022 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of nonresidential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements. The mandatory measures are related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The 2022 CALGreen also includes two tiers of residential and nonresidential voluntary measures that encourage local jurisdictions to raise the sustainability goals: Tier 1 adds additional requirements beyond the mandatory measures, and Tier 2 further increases the requirements.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen mandatory requirements must be demonstrated through completion of compliance forms and worksheets.

4.9.2.3 Regional

a. Regional Transportation Plan/Sustainable Communities Strategy

San Diego Forward: The 2021 Regional Plan is the 2050 Regional Transportation Plan (RTP) prepared by the San Diego Association of Governments (SANDAG) and adopted in December 2021 (SANDAG 2021). The RTP establishes an implementation plan for how the region will grow over the next 30 years. Developed in accordance with California SB 375, the RTP includes an SCS. An SCS demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning. While the purpose of an SCS is to reduce GHG emissions due to mobile sources, it also results in a decrease in mobile sources of criteria pollutants. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in the SCS.

The SCS focuses on the following five main strategies, referred to as the 5 Big Moves, that will result in a more efficient transportation system:

- Complete Corridors – Complete corridors act as the backbone of the entire regional transportation system, using technology, infrastructure improvements, pricing, and connectivity to support all forms of movement.
- Transit Leap – Transit leap offers people a network of high-capacity, high-speed, and high-frequency transit services that will incorporate new modes of transit while also providing improved existing services.
- Mobility Hubs – Mobility hubs are the centers of activity where a high concentration of people, destinations, and travel choices converge. They offer on-demand travel options and safe streets to enhance connections to high-quality transit while also making it easier for people to take short trips without needing a car.
- Flexible Fleets – Flexible fleets offer people a variety of on-demand, shared vehicles, including microtransit, bikeshare, scooters, and other modes of transportation, to connect them to transit and make travel easy within Mobility Hubs.
- Next Operating System – Next Operating System refers to an integrated digital platform that ties the transportation system together. Next Operating System enables the transportation system to be managed in real time so that people can be connected immediately to the modes of transportation that work best for them for any given situation and at any time.

4.9.2.4 Local

a. City of Oceanside General Plan Climate Action Element and Climate Action Plan

The General Plan Energy and Climate Action Element (ECAE) and Climate Action Plan (CAP) were prepared together and adopted in tandem in May 2019 (City of Oceanside 2019).

The ECAE outlines goals and policies meant to incorporate the concept of sustainability into the City's decision-making process, including its long-range planning projects, development review

protocols, community engagement efforts, and capital improvement programs. The ECAE builds on the GHG emission inventories, emissions targets, reduction measures, and implementation actions identified in the CAP.

The CAP is the technical document that implements the policies of the ECAE by providing specific GHG reduction targets aligned with state and regional goals. The CAP identifies GHG reduction targets to address per capita energy and water use, transportation, solid waste management, agriculture, and other sources of GHG emissions. The CAP provides GHG reduction strategies through a series of measures regarding energy and buildings, water and wastewater, solid waste, transportation and land use, and agriculture and forestry. The CAP is currently being updated as a part of the proposed project.

b. City of Oceanside Code of Ordinances

Several sections of the City's Code of Ordinances regulate green building, energy efficiency, rooftop solar, and other sustainability measures applicable to GHG emission reductions.

Chapter 6 Building Construction Regulations

The City adopts by reference the California Green Building Standards Code of 2016 (CALGreen) in Chapter 6, Article XIII. Chapter 6 also address rooftop solar energy systems (Article XIV) and electric vehicle charging stations (Article XV). Rooftop solar and electric vehicle charging stations are generally processed as an expedited permit by the building official. Only where the proposed installations may have a specific, adverse impact upon public health and safety, the building official may require an applicant to apply for a use permit.

Chapter 13 Solid Waste and Recycling

Chapter 13 addresses solid waste and recycling and includes regulations requiring new and substantially remodeled commercial, industrial, and multi-family residential uses to be designed to include space for storage and collection of recyclable materials on the premises (Article II) and incorporates regulations prohibiting single-use carry out bags (Article IV).

c. Zero Waste Resolution and Zero Waste Strategic Resource Management Plan

In 2010, the City adopted Zero Waste as a goal by resolution in order to eliminate waste and pollution in the manufacture, use, storage, and recycling of materials. The resolution included a milestone goal to reach 75 percent landfill diversion by the year 2020. In June 2012, the City passed a Zero Waste Strategic Resource Management Plan that has allowed the City to implement programs and provide resources to the community that has increased the City's diversion rate.

d. Water Conservation Master Plan

The City adopted a water conservation master plan in 2011 and updated the plan in 2016. The plan includes an analysis of historical water demand, demand projections, an evaluation of the current water conservation program and an evaluation of conservation measures in order to select

conservation measures for developing alternative conservation program scenarios and various cost, savings, and target results (City of Oceanside 2021).

4.9.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.9.3.1 Policy Framework

a. GPU Healthy and Livable Communities Element

The Healthy and Livable Communities Element (HLC) proposes specific GHG-related policies that are specific to project level design. The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

- Goal 7-U: By 2050, the City will reduce local GHG emission levels to no more than 2 MT CO_2E per capita through improvements in transportation, waste reduction, recycling, and promotion of efficient building design and use, with a nimble approach that evolves to make use of new technologies and strategies.
- Goal 7-V: The City's historically underserved communities will have equitable access to energy efficiency and renewable energy opportunities.
- Goal 7-W: The City will reduce the generation of solid waste, including household hazardous waste, and will actively work to divert waste streams from landfills towards recycling, composting, and reuse programs.
- Policy 7-138: Pursue improved energy efficiency in municipal buildings and streetlights through upgrades such as motion activated lights, LED lightbulbs, energy efficient appliances, and conversion of City fleet vehicles to EVs.
- Policy 7-139: Implement the updated Climate Action Plan.
- Policy 7-140: Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards.
- Policy 7-141: Design and construct new City facilities to be carbon neutral.
- Policy 7-142: Transition all households, businesses, and municipal operations to primarily be powered by renewable, zero-emission energy sources.

- Policy 7-143: Identify locations and explore funding sources for new wind and solar distributed energy resources within Oceanside.

b. GPU ECLU

- Policy 3-3: Encourage the development of walkable neighborhoods by employing the following strategies:
  - Establish a minimum commercial floor area for new development within the City's major commercial corridors;
  - Require new development in the corridors on sites with mixed-use designation (Corridor and Centers) to provide commercial uses in concert with residential development;
  - Allow small-scale commercial use in all residential districts (e.g., corner markets, professional office);
  - Require that parking access occur from secondary streets and alleys, where present; and
  - Establish maximum front yard setbacks for buildings within the City's major commercial corridors and encourage street-adjacent buildings within high-intensity nodal areas.
- Policy 3-86: Require new gas stations or major refurbishments of existing gas stations to provide electric vehicle charging facilities.
- Policy 3-16: Ensure new developments provide EV charging capabilities that meet or exceed Title 24 requirements.
- Policy 3-108: Leverage the CEQA process to promote infill and redevelopment, fully mitigate impacts on biological resources and farmland, and reduce vehicle miles traveled (VMT).

c. SSCSP Land Use

- Policy LU-26: Limit Auto-Oriented Uses. Within Pedestrian Priority Areas, as shown in Figure 3-1, prohibit new drive-through establishments and other new development whose design prioritizes automobile access.

Mission Avenue Corridor

- Policy LU-36: Housing Opportunities. Through a streamlined project review process, increased density allowances, and strategic infrastructure improvements, facilitate stand-alone high-density housing and mixed-use development that accommodates different income levels and household.

Oceanside Boulevard Corridor

- Policy LU-43: Housing. Support medium-to-high density development along the corridor in strategic locations near transit hubs and major intersections, while retaining land resources for industrial uses.

Vista Way Corridor

- Policy LU-47: Efficient Land Use. Leverage the corridor's proximity to State Route 76 and the cities of Carlsbad and Vista to expand retail, medical office, commercial recreation, and

residential uses through more efficient land use – e.g., multi-story development, efficient parking design, utilization of outdoor spaces for dining and other activities.

- Policy LU-53: Housing. Pursue opportunities to introduce more housing within the corridor through mixed-use development that results in no net loss of commercial floor area. Ensure that housing is designed to minimize potentially adverse impacts on residents associated with proximity to State Route 78.

4.9.4 GHG Emissions

4.9.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to GHG emissions are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

4.9.4.2 Impact Analysis

The City is updating its CAP as a part of the Onward Oceanside project. The CAP Update includes the development of GHG reduction measures that would set the City on a pathway towards alignment with the GHG reduction targets established by SB 32 and AB 1279. An updated GHG emissions forecast has been completed (Table 4.9-4), which estimates how future emissions may evolve as growth in the City continues for the years 2030, 2045, and 2050. The GHG emissions forecast presents two future scenarios, a BAU scenario and a legislative adjusted business-as-usual scenario (ABAU). The BAU forecast demonstrates how GHG emissions in the City would increase with growth in housing units, population, and jobs; while the ABAU forecast demonstrates how future GHG emissions in the BAU forecast would be expected to change when accounting for the GHG reduction impact of state, federal, and local legislation and programs. The CAP also outlines GHG reduction targets that would align with the state legislative targets under SB 32 and AB 1279. Comparing the results of the ABAU forecast with the GHG reduction targets shows that the City would need to implement additional policies and programs to further reduce GHG emissions in the City to align with State legislative targets in the CAP Update.

A suite of GHG reduction measures has been developed for inclusion in the CAP Update that can be feasibly implemented by the City to reduce GHG emissions in alignment with state legislative targets. Each GHG reduction measure is categorized under a GHG emissions sector for which the measure's implementation would reduce GHG emissions. These "sectors" do not always directly align with those presented in the City's GHG emissions inventory, as some measures are cross-cutting in nature, while others are intended to provide additional community benefits while reducing emissions from sources

not accounted for in the City's GHG emissions inventory.[1] Each GHG reduction measure also includes implementing actions that provide discrete steps for the City to take in successfully meeting the goals of measures. These "actions" have been developed to outline sufficient detail for both stakeholders and City departments tasked with implementation to have transparency in the process of the City's transition towards a low carbon future.

The ABAU forecast shows how emissions are expected to change in the City for the years 2030, 2045, and 2050, considering the growth projections of the GPU, and the impacts of state and federal legislation on local GHG emissions. The impact of the City joining the Clean Energy Alliance is also considered in the ABAU forecast. The GHG reduction targets are aligned with SB 32 and AB 1279 statewide GHG reduction targets, which include:

- Reducing statewide GHG emissions 40 percent below 1990 levels by 2030 (SB 32), and
- Reducing statewide anthropogenic GHG emissions 85 percent below 1990 levels no later than 2045 (AB 1279).

These statewide targets were converted into local targets for the CAP Update by adjusting the baseline from 1990 to 2018 and reduction percentages based on the state's sector-level analysis of past and future GHG emissions. The gap analysis is done by comparing the results of the ABAU forecast and the local targets for the CAP Update to understand the magnitude of emissions reductions that will need to be achieved through measures in the CAP Update. This "emissions gap" is key for determining the actions that will be needed to address GHG emissions in each sector.

The ABAU forecast, reduction targets, and gap analysis are summarized in Table 4.9-4. The results show that GHG emissions are expected to decrease below 2018 levels through 2045; however, an emissions gap still remains between emissions reduction under the ABAU scenario and future emissions levels consistent with state legislative reduction targets. Based on the results of the ABAU forecast, GHG emissions reduction measures can be targeted towards the GHG emissions sectors that contribute most to citywide emissions, including natural gas, waste, on-road transportation, and off-road transportation.

[1]The primary sectors by which measures are organized that do not align with the City's GHG emissions inventory sectors are Carbon Sequestration and Local Green Economy. Carbon Sequestration is not accounted for in the City's current inventory, as a comprehensive study on the amount of carbon sequestered in natural and agricultural lands and the urban forest is not currently available for the City. The Local Green Economy sectors is also not accounted for, as it is intended to reduce emissions associated with the consumption of consumer products, by which GHG emissions are emitted outside of the City's boundary or control across the globe throughout product supply chains.

Table 4.9-4 GHG Emissions Forecast, Targets, and Gap Analysis Summary				
Source	2018	2030	2045	2050
ABAU Forecast				
On-road transportation	428,000	336,000	80,000	55,000
Electricity	187,000	74,000	0	0
Natural Gas	153,000	174,000	200,000	209,000
Solid Waste	30,000	34,000	39,000	40,000
Off-road transportation	31,000	31,000	33,000	33,000
Water	12,000	8,000	0	0
Wastewater	5,000	6,000	6,000	7,000
TOTAL EMISSIONS	**846,000**	**662,000**	**358,000**	**344,000**
Percent Change from 2018 Levels	*NA*	*-22%*	*-58%*	*-59%*
Updated GHG Reduction Targets				
CAP Update Targets	NA	621,000	89,000	89,000
CAP Update Targets (percent reduction from 2018 levels)	*NA*	*-27%*	*-90%*	*-90%*
Emissions Gap Analysis				
Required Reductions below 2018 levels to meet CAP Update Targets	NA	225,000	757,000	757,000
Required Reductions below ABAU Forecast to meet CAP Update Targets	NA	41,000	269,000	255,000
SOURCE: City of Oceanside 2024.				

To achieve these necessary GHG reductions, the CAP Update identifies GHG reduction measures that are organized under six focus sectors that generally align with emissions sectors considered in the 2018 GHG emissions inventory, including:

- Energy, which includes measures that reduce emissions in the natural gas and electricity GHG inventory sectors;
- Transportation, which includes measures that reduce emissions in the on-road transportation and off-road transportation GHG inventory sectors;
- Solid Waste;
- Water;
- Carbon Sequestration, which reduces the City's overall GHG emissions contribution; and
- Local Green Economy, which is intended to reduce upstream emissions not accounted for in the GHG inventory.

Each sector includes one or more GHG reduction measures, and each measure includes multiple implementation actions. Implementation actions include one or more key actions that drive quantifiable GHG reductions, as well as multiple supportive actions that support effective implementation of the measures and key actions.

Performance indicators are provided for measures that have quantifiable GHG reductions to allow the City to monitor progress towards meeting the GHG reduction goal of the measure as the actions of the measure are implemented. Implementation progress for reduction measures that do not include performance indicators can be monitored based on whether the implementation actions have been completed.

GHG reductions associated with the measures were calculated in a stepwise manner for the future years 2030, 2045, and 2050. In other words, GHG reductions are assessed during a snapshot in time in years 2030, 2045, and 2050. Measures are quantified for a single year rather than adding cumulative reductions from prior years, which aligns with the methodology used to develop the City's GHG reduction targets. Importantly, GHG emissions reductions were quantified for measures wherever substantial evidence and reasonable assumptions were available to support calculations. Some of the GHG reduction measures were identified as not quantifiable because of lack of available data or quantification methods but would still be expected to reduce GHG emissions. They can be monitored for potential quantification opportunities in the future if data and/or quantification methods become available.

Estimates of GHG emissions reductions, along with an estimated emissions "gap" (i.e., the difference between GHG reductions required to meet the targets and total estimated GHG reductions), are summarized in Table 4.9-5. Detailed measure calculations and assumptions supporting the GHG reduction estimates are provided in the CAP update.

Table 4.9-5
Climate Action Plan Update Measures

Measure Number	Measure Title	Reductions in MT CO_2E		
		2030	2045	2050
Energy				
E-1	Increase renewable energy availability by providing 100% renewable electricity through the Clean Energy Alliance (CEA) by 2030 with a 95% participation rate.	7,182	-	-
E-2	Increase behind-the-meter solar photovoltaic (PV) capacity in the City to 125 megawatts (MW) by 2030 and 165 MW by 2045.	13,603	-	-
E-3	Launch an "Energy Upgrade Oceanside Program" with a goal of achieving 400 building energy efficiency retrofits by 2030 and 60,000 by 2045 with primary end uses converted to electric.	855	169,069	169,069
E-4	Require that all new construction be electric ready by 2026.	930	6,464	8,166
	Energy Subtotal	**22,570**	**175,534**	**177,235**
Transportation				
TR-1	Reduce per-capita vehicle miles traveled (VMT) 3% by 2030 and 6% by 2045 through transportation demand management (TDM) strategies.	Not Quantified	Not Quantified	Not Quantified
TR-2	Enhance transit facilities and support accessibility to increase transit ridership by 3% by 2030 and 5% by 2045.	46	20	11

Table 4.9-5 Climate Action Plan Update Measures				
Measure Number	Measure Title	Reductions in MT CO_2E		
		2030	2045	2050
TR-3	Increase zero emission vehicle (ZEV) adoption to 20% by 2030 and 81% by 2045 through charging infrastructure deployment.	Not Quantified	Not Quantified	Not Quantified
TR-4	Increase active transportation infrastructure to provide safe alternative options to vehicle travel, installing or upgrading 26 miles of bike lanes/paths by 2030 and 50 miles by 2045.	2	2	1
TR-5	Transition non-road equipment in the City to all electric and renewable fueled partially by 2030, and support electrification of community landscaping equipment.	3,643	4,792	4,836
TR-6	Incentivize infill development through implementation of smart growth policies in the City's General Plan Update and Coast Highway Incentive District, such that 60% of new residential units and commercial floor space are built within these plan areas through 2045.	Not Quantified	Not Quantified	Not Quantified
	Transportation Subtotal	**3,691**	**4,813**	**4,848**
Water				
W-1	Reduce per-capita water consumption in the City by 6% by 2030, continued through 2045, compared to 2018 levels.	187	-	-
W-2	Increase local water supply to provide 60% of City's total water demand from local sources by 2030.	259	-	-
	Water Subtotal	**447**	**-**	**-**
Solid Waste				
SW-1	Achieve a 90% diversion rate for organic solid waste in landfills by 2030.	23,641	27,056	28,194
SW-2	Increase recycling by 50% and the diversion of other inorganic solid waste by 30% from 2018 baseline by 2030.	Not Quantified	Not Quantified	Not Quantified
	Solid Waste Subtotal	**23,641**	**27,056**	**28,194**
Carbon Sequestration				
CS-1	Plant 200 trees each year citywide, to achieve 1,200 net new trees planted by 2030 and 4,200 by 2045.	2,877	11,506	14,383
CS-2	Preserve agricultural lands and develop a regenerative agriculture program to increase carbon sequestration capacity of 100 acres of farmland by 2030.	Not Quantified	Not Quantified	Not Quantified
	Carbon Sequestration Subtotal	**2,877**	**11,506**	**14,383**

Table 4.9-5 Climate Action Plan Update Measures				
Measure Number	Measure Title	Reductions in MT CO_2E		
		2030	2045	2050
Local Green Economy				
LGE-1	Sustain local growth through providing green job opportunities to residents and promoting local businesses.	Not Quantified	Not Quantified	Not Quantified
	Local Green Economy Subtotal	**Not Quantified**	**Not Quantified**	**Not Quantified**
Total Reductions from Measures		53,225	218,909	224,659
Reduction Needed to Meet Target		41,000	269,000	255,000
Target Met?		Yes	No	No
Remaining Gap to Target		**(12,225)**	**50,091**	**30,341**

SOURCE: City of Oceanside 2024.
NOTES: Total may not sum exactly due to independent rounding.
$MTCO_2E$ = metric tons of carbon dioxide equivalent.
Parentheses indicate target was met with a surplus of reductions.

As shown, implementation of the CAP would achieve the 2030 GHG reduction goals and would make substantial progress towards 2045 and 2050 goals. While the GHG reduction targets for 2045 and 2050 are not met with quantified measures alone, the measures presented here are intended to be feasibly implementable with current City resources and cost-effective for community members. The measures have been developed to set the City on a pathway that aligns with the statewide GHG reduction targets and demonstrate alignment with the state's key priorities of building electrification, preserving natural lands, infill-focused development, and expanding zero-emission vehicle access. The quantified GHG reductions for measures have been developed to ensure that near-term implementation actions can be substantially supported. Since the specific path to compliance for the state in regard to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional reduction measures in addition to the policies presented within the CAP would be speculative and cannot be identified at this time. The CAP would assist in meeting the city's contribution to GHG emission reduction targets in California.

Chapter 5 of the updated CAP establishes a monitoring program and implementation strategy for the CAP measures. Successful implementation of the CAP will require a coordinated effort between City departments, stakeholders, and the community as a whole. Each GHG reduction measure includes a suite of actions that are divided amongst City departments, with a timeline for implementation provided for each. Additionally, GHG reduction measures that have a quantified GHG reduction potential have key-performance indicators that are tied to GHG emissions reducing activities. Monitoring and reporting will consist of annual progress reports on implementation status of measures and actions, annual updates to City Council and Commissions on progress and upcoming priorities, biennial GHG inventory updates, and updates to the CAP every five years.

As the City monitors implementation progress of the GHG reduction measures of the CAP, it may be necessary to update GHG reduction measures to be more stringent in order to meet GHG reduction targets. Throughout the development of this CAP, the City considered a multitude of reduction

measures to reach its GHG reduction targets, with making progress towards a 2045 reduction target being the most challenging due to the scale of change needed. Two primary factors included the availability of resources for the City to develop and implement new policies and programs and the cost-effectiveness of new requirements for residents and businesses. As such, there are potential GHG reduction measures that could result in strong GHG reductions that were not included in the CAP, but may be considered for inclusion if measures are not achieving the projected GHG reductions.

The "qualified" CAP will allow project-specific environmental documents, if eligible, to tier from and/or incorporate by reference the CAP's programmatic review of GHG impacts in their cumulative impact analyses. The CAP meets the requirements under Section 15183.5 of the State CEQA Guidelines as a qualified plan for the reduction of GHG emissions for use in cumulative impact analysis on new development projects.

4.9.4.3 Significance of Impacts

As shown, implementation of the CAP would achieve the 2030 GHG reduction goals and would make substantial progress towards 2045 and 2050 goals. The monitoring program and implementation strategy would allow the City to track progress towards these goals and make adjustments as needed to achieve the GHG reduction goals. Through implementation of the CAP, impacts would be less than significant.

4.9.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.5 Potential to Conflict with Plans, Policies, and Regulations

4.9.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to conflicts with GHG plans, policies or regulations are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG?

4.9.5.2 Impact Analysis

Applicable plans, policies, and regulations include statewide GHG emission targets established by AB 32, SB 32, and AB 1279; a longer-term statewide policy goals established by EO S-3-05; the 2017 Scoping Plan (which establishes a specific statewide plan to achieve the 2030 target); the 2020 Scoping Plan (which establishes targets for carbon neutrality by 2045); SANDAG's RTP/SCS; regulations regarding increased use renewables for electricity production (RPS); and the California Energy Code.

a. State Plans

EO S-3-05 and EO B-30-15 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which the state has achieved. As required by SB 32, CARB's 2017 Climate Change Scoping Plan outlines reduction measures needed to achieve the interim 2030 target. AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279.

Table 4.9-6 summarizes the project's consistency with 2017 Scoping Plan actions.

Table 4.9-6
Project Consistency with 2017 Scoping Plan

Actions	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	California Public Utilities Commission, California Energy Commission (CEC), California Air Resources Board (CARB)	Consistent. Future development implemented under the project would use energy from SDG&E which has committed to diversifying the portfolio of energy sources by increasing energy from wind and solar sources. The project would not interfere with or obstruct SDG&E energy source diversification efforts. The Healthy and Livable Communities Element (HLC) also contains Policies 7-142 and 7-143 that would transition the City to renewable, zero-emission energy sources and identify locations and explore funding sources for new wind and solar distributed energy resources. Additionally, the CAP Update includes GHG reduction measures E-1 and E-2 (see Table 4.9-4) that would increase renewable energy and solar PV capacity.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		

Table 4.9-6 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. Future development implemented under the project would be constructed in compliance with current California Building Code requirements. Currently, new buildings must achieve compliance with 2022 Title 24 Building Energy Efficiency Standards and the 2022 CALGreen requirements. Each version of the California Building Code improves the energy efficiency standards. Future development would be consistent with statewide energy requirements. The HLC also contains Policy 7-140 that would enforce these standards and consider incentives to exceed these standards. The CAP Update includes GHG reduction measure E-3 that would provide building energy efficiency retrofits, and measure E-4 that requires all new construction to be electric ready.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, Governor's Office of Planning and Research (OPR), Local Agencies	Consistent. These strategies are a part of the CARB Mobile Source Strategy. The project would not obstruct or interfere with the implementation of these strategies. As these are CARB enforced standards, vehicles within the City are required to comply with the standards, and would therefore comply with these strategies. The ECLU contains Policy 3-16 that requires zero-emission vehicle charging facilities at commercial centers that meet or exceed Title 24 requirements. CAP Update GHG reduction measure TR-3 increase zero emission vehicle adoption to 20 percent by 2030 and 81 percent by 2045 through charging infrastructure deployment. Measure TR-3 is intended to support the implementation of the state's zero emission vehicle (ZEV)+ sale requirements of the Advanced Clean Cars II and Advanced Clean Fleets rules.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030		
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		
Medium- and Heavy-Duty GHG Phase 2.		

Table 4.9-6 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		Consistent. The City is served by the North County Transit District (NCTD). NCTD has prepared a Zero Emission Bus Transition Plan that will guide the transition to 100 percent zero emission bus operations by 2042. NCTD is pursuing both hydrogen and battery electric zero emission technology, and has secured funding for 12 hydrogen fuel cell electric buses and six battery electric buses.
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Not Applicable. This strategy is not specifically applicable to the project. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Consistent. The project would be consistent with San Diego Forward (see Table 4.9-7), which is the region's SCS, and would therefore be consistent with SB 375. The IM contains goals and policies that are meant to outline the City's future vision for active transportation and for how the City can achieve a more balanced mode share that reduces VMT and associated roadway congestion, air pollution, and GHG emissions. Additionally, CAP Update GHG reduction measure TR-1 would reduce per-capita VMT 3 percent by 2030 and 6 percent by 2045 through transportation demand management (TDM) strategies.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).		
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development, California Infrastructure and Economic Development Bank, Department of Finance, California Transportation Commission, Caltrans	Consistent. Although this is directed towards CARB and Caltrans, the project would support an increase in the use of transit and active transportation modes through the goals and policies contained in the IM. CAP Update GHG reduction measure TR-2 enhances transit facilities and support accessibility to increase transit ridership by 3 percent by 2030 and 5 percent by 2045.

Table 4.9-6 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts)	CalSTA, Caltrans, California Transportation Commission, OPR, SGC, CARB	Not applicable. This measure is not within the purview of the project.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, California Natural Resources Agency, CARB, Caltrans, CEC, Governor's Office of Business and Economic Development	Not applicable. These measures are not within the purview of the project.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.		
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, California Department of Resources Recycling and Recovery, California Department of Food and Agriculture, California State Water Resource Control Board, Local Air Districts	Not applicable. These measures are not within the purview of the project.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.		
Implement the post-2020 Cap-and-Trade Program with declining annual caps.		
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	California Natural Resources Agency, Departments Within California Department of Food and Agriculture, CalEPA, CARB	Consistent. CAP Update GHG reduction measure CS-1 requires the City to plant 200 trees each year citywide, to achieve 1,200 net new trees planted by 2030 and 4,200 by 2045. Through this measure, the City plans to sequester carbon through tree planting. The City plans to do this by adopting the Green Street Policy and administering tree planting on new property. Additionally, CAP Update GHG reduction measure CS-2 would preserve agricultural lands and develop a regenerative agriculture program to increase carbon sequestration capacity of 100 acres of farmland by 2030.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		
Establish scenario projections to serve as the foundation for the Implementation Plan.		
Implement Forest Carbon Plan	California Natural Resources Agency, California Department of Forestry and Fire Protection, CalEPA and Departments Within	
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	
SOURCE: CARB 2017.		

AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D of the 2022 Scoping Plan includes local actions that jurisdictions may take to reduce GHG emissions in line with AB 1279 goals. The following are key project attributes for residential and mixed-use projects that can be used to qualitatively determine consistency with the 2022 Scoping Plan. A summary of the 2022 Scoping Plan Priority Strategies and the project's consistency with those strategies is provided in Table 4.9-7. As demonstrated, the project would be consistent with the 2022 Scoping Plan key prioritization strategies.

Table 4.9-7
Project Consistency with 2022 Scoping Plan Key Prioritization Strategies

Priority Area	Key Project Attribute	Project Consistency
Transportation Electrification	Provides electric vehicle (EV) charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	The HLC contains the following policy: • Policy 7-140: Implement and enforce California Code of Regulations Title 24 building standards (parts 6 and 11) to improve energy efficiency in new or substantially remodeled construction. Consider implementing incentives for builders that exceed the standards included in Title 24 and recognize their achievements over the minimum standards. The CAP Update contains the following GHG reduction measure: • Measure TR-3: Increase ZEV adoption to 20 percent by 2030 and 81 percent by 2045 through charging infrastructure deployment. This measure is supported by Actions TR-3.1 through TR-3.7 that would increase ZEV adoption by improving the EV charging infrastructure in the City.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	Consistent. The project would support growth near destinations and mobility options. This strategy is supported by the following ECLU policies: • Policy 3-3: Encourage the development of walkable neighborhoods by employing the [strategies outlined in Section 4.9.2(b)]. • Policy 3-108: Leverage the CEQA process to promote infill and redevelopment, fully mitigate impacts on biological resources and farmland, and reduce VMT. The CAP Update contains the following GHG reduction measures: • Measure TR-6: Incentive infill development through implementation of smart growth policies in the City's General Plan Update and Coast Highway Incentive District, such that 60% of new residential units and commercial floor space are built within these plan areas through 2045. This measure is supported by Actions TR-6.1 through TR-6.10. The overall goal is to centralize new development along the Coast Highway Corridor and create a more walkable and accessible environment for residents, workers and visitors. The combination of the ECLU, IM, and SSCSP provides the City with a growth framework that

Table 4.9-7
Project Consistency with 2022 Scoping Plan Key Prioritization Strategies

Priority Area	Key Project Attribute	Project Consistency
		prioritizes infill and neighborhood scale developments with complete streets principles that enable access to existing transit and essential services through walking, biking, and micro mobility options. The City intends to incentivize development in these priority areas by streamlining the development review process for projects that align with form-based standards and include community benefit features.
	Does not result in the loss or conversion of natural and working lands.	The General Plan land use plan would focus development within infill areas of the City, retaining natural lands as open space. The VSR contains Policies 5-1 through 5-18 that would conserve sensitive biological resources and Policies 5-73 through 5-86 that would conserve agricultural lands.
	• Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or • Is in proximity to existing transit stops (within a half mile), or • Satisfies more detailed and stringent criteria specified in the region's SCS.	The GPU would focus growth in infill areas that are in close proximity to transit stops. Refer to ECLU Policies 3-3, and 3-108 above. Additionally, policies within the SSCSP Land Use chapter that would increase density allowances along the Mission Avenue, Oceanside Boulevard, and Vista Way corridors in strategic locations near transit hubs and major intersections. Also refer to CAP Update GHG reduction measure TR-6 and supporting Actions TR-6.1 through TR-6.10 discussed above.
	Reduces parking requirements by: • Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or • Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or • For multi-family residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	CAP Update GHG Reduction Measure TR-2 would enhance transit facilities and support accessibility to increase transit ridership by 3 percent by 2030 and 5 percent by 2045. As a part of this measure, the City will update current parking requirements by adopting ordinances to unbundle parking costs from property costs in new developments in transit priority areas. Additionally, the CAP Update contains the following actions in support of GHG reduction measure TR-6 (incentivizing infill development): • Action TR-6.3 – Support proposed SSCSP policy LU-27 by adopting an ordinance to reduce minimum parking standards and encourage shared or unbundled parking for development in the SSCSP and CHID plan areas. • Action TR-6.4 – Implement residential permit parking districts in existing residential areas near new developments with unbundled or shared parking as needed.

Table 4.9-7 Project Consistency with 2022 Scoping Plan Key Prioritization Strategies		
Priority Area	Key Project Attribute	Project Consistency
	At least 20 percent of units included are affordable to lower-income residents.	Implementation of the City's Housing Element would support provision of affordable housing. The Housing Action Plan chapter of the Housing Element contains goals and policies the City will implement to address a number of important housing-related issues during the 2021-2029 planning period, including the provision of more affordable housing. It contains the following policies: • Policy 2.2 – Encourage both the private and public sectors to produce or assist in the production of housing with particular emphasis on housing affordable and accessible to lower income households, persons with disabilities, elderly, large families, female-headed households, farm workers, and homeless persons. • Policy 3.2 – Use the City's regulatory powers to promote affordable housing. • Policy 3.3 – Provide support to nonprofit development corporations for the development of affordable housing. The Housing Element also contains an Affordable Housing Strategy (Housing Program 4). The City will continue to implement the Affordable Housing Strategy with the goal of facilitating the development of 1,268 lower income units. Additionally, the RC contains the following policies related to affordable housing: • Policy 2-234 – Incentivize more density in existing multi-family residential development along Highway 76 to expand the City's housing inventory and provide more affordable housing.
	Results in no net loss of existing affordable units.	The 2021-2029 Housing Element RHNA allocation for the City is 5,443 units. Future redevelopment of existing developed land within the Areas of Change and throughout the City would have the potential to displace some people and housing through demolition of existing residential structures. However, for each home that would be removed, more housing units would be provided in its place which would accommodate more people and ensure no net loss of housing, including affordable housing.

Table 4.9-7 Project Consistency with 2022 Scoping Plan Key Prioritization Strategies		
Priority Area	Key Project Attribute	Project Consistency
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	The CAP Update contains the following GHG reduction measure: • Measure E-4: Require that all new construction be electric ready by 2026. To reduce dependence on fossil fuels in the future, the City plans to adopt a building code standard to require that new buildings have electric-only HVAC and water heating, while providing wiring and electrical systems to support electric only end-uses for other natural gas loads, such as cooktops and clothes dryers. This will reduce building energy-related emissions and prepare the city for future electrification efforts. Through this measure, the City intends to make the transition to electric power easier for the community and ensure long-term cost savings for residents and businesses. The City plans to respond to the increased demand for contractors, technicians, and construction workers with expertise in electrical systems by partnering with regional organizations and providing training to the local workforce. Additionally, all newly constructed City facilities will be all electric, starting in 2026.

San Diego Forward is the region's RTP/SCS. It establishes an implementation plan for how the region will grow over the next 30 years and demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning. Table 4.9-8 illustrates the project's consistency with all applicable goals and policies of San Diego Forward (SANDAG 2021).

Table 4.9-8 San Diego Forward: The 2021 Regional Plan Consistency Analysis		
Category	Policy Objective or Strategy	Consistency Analysis
Complete Corridors	Providing a regional transportation system using technology, infrastructure, improvements, pricing and connectivity to support all forms of movement.	Consistent. The project would directly implement this strategy through goals and policies contained in the IM t. The goals and policies relate to active transportation, vehicular movement, transit, transportation demand management, and good movement. The IM and ECLU provide direction for the integration of land use goals and a mobility network that supports limited extensions of roadways, increased demands for transit, creation of more walkable and bikeable environments, and allowing for "mobility hubs" where a range of transportation modes and complementary land uses converge to provide travelers with convenient connections and a range of commercial services and public amenities. Overall, the City's proposed mobility network would offer a wide range of transportation options supporting efficient land uses by encouraging high-density residential and

Table 4.9-8 San Diego Forward: The 2021 Regional Plan Consistency Analysis		
Category	Policy Objective or Strategy	Consistency Analysis
		mixed-use development in proximity to transit and active transportation facilities.
Transit Leap	Offering people a network of high-capacity, high-speed, and high-frequency transit services that will incorporate new modes of transit while also improving existing services.	Consistent. Within Oceanside, San Diego Forward includes recommendations to improve the Coaster's frequency to 30-minutes during commute peak periods and the Sprinter's frequency to 10-minutes throughout the day. The IM contains the following policies related to transit: • Policy 4-68 – Coordinate with NCTD, Amtrak, and Metrolink to provide public transit services in a manner that is equitable and beneficial to all demographic groups, with an emphasis on fair outcomes for social equity focus communities. • Policy 4-69 – Collaborate with NCTD to identify operational needs and solutions to transit travel times and reliability (e.g., transit priority signals, queue jump lanes, dedicated bus lanes). • Policy 4-70 – Work with SANDAG and NCTD to implement planned transit services and infrastructure improvements identified in the Regional Transportation Plan and North County Comprehensive Multimodal Corridor Plan, where feasible. • Policy 4-71 – Support regional efforts to provide free transit for youth. • Policy 4-72 – Work with SANDAG to identify future grant opportunities per the current Regional Transportation Plan to create local connection opportunities pertaining to micro-transit or micromobility that connect to transit leap, flexible fleet services, and mobility nodes and hubs. • Policy 4-73 – Explore the potential for a free coastal shuttle service. • Policy 4-74 – Encourage developers to permit transit services to operate within developments and construct transit supporting amenities and connections, where relevant. • Policy 4-75 – Integrate transit stations and bus stops with adjacent land uses through connected pedestrian and bicycle infrastructure, wayfinding signage, and supporting amenities, when feasible. • Policy 4-76 – As part of the development review process, ensure that bus stops are installed or renovated on the project frontage, where appropriate.

Table 4.9-8 San Diego Forward: The 2021 Regional Plan Consistency Analysis		
Category	Policy Objective or Strategy	Consistency Analysis
		• Policy 4-77 – Coordinate with SANDAG and NCTD to establish mobility hubs that support regional efforts to expand access to transit. • Policy 4-78– Coordinate with SANDAG and NCTD to provide flexible, on-demand transit services to residential neighborhoods throughout the City. • Policy 4-79 – Work with NCTD, law enforcement, and property owners to improve safety and comfort for transit riders through measures including, but not limited to visible stations/stops, lighting, transit station security, shelters, seating, trash receptacles, secure bicycle parking, and other context appropriate features. • Policy 4-80 – Coordinate with NCTD to ensure regular maintenance of bus stops and removal or alleviation of potential impediments to boarding and deboarding.
Mobility Hubs	Centers of activity where a high concentration of people, destinations, and travel choices converge. They will offer on-demand travel options and safe streets to enhance connections to high-quality transit while also making it easier for people to take short trips without needing a car.	Consistent. The portion of Oceanside generally to the west of El Camino Real is designated as a Mobility Hub Area at the regional level. The IM identifies the transit recommendations, including transit routes, Flex Lanes, and designated mobility hub service areas. The IM contains the following policy related to mobility hubs: • Policy 4-85 – Coordinate with SANDAG and NCTD to establish mobility hubs that support regional efforts to expand access to transit.
Flexible Fleets	Offer people a variety of on-demand, shared vehicles, including micro transit, bikeshare, scooters, and other modes of transportation that will connect them to transit and make travel easy within Mobility Hubs	Consistent. The IM contains goals and strategies related to active transportation. Additionally, the CAP contains the following implementing action in support of GHG reduction measure TR-4 (increasing active transportation infrastructure): • Action TR-4.2 – Develop and release a solicitation for a public-private partnership for planning and implementing a docked bikeshare/e-bike program for key destinations in the City, including virtual wayfinding to and from key destinations and docking stations. The City will also develop a bikeshare program and work with the Oceanside Unified School District to implement the Safe Routes to School Plan.
Next Operating System (Next OS)	This will be the "brain" of the transportation system—an integrated digital platform that ties the transportation system together. Next OS will be the digital network that analyzes data in real time from the region's physical networks, making	Consistent. The project would not impair SANDAG's ability to provide Next OS improvements to the transportation system. In preparation of the IM, the City was mindful of mobility trends including new technologies for scheduling, coordinating, and paying for transit trips. The IM contains the following policies:

Table 4.9-8 San Diego Forward: The 2021 Regional Plan Consistency Analysis		
Category	Policy Objective or Strategy	Consistency Analysis
	them all work better—more integrated, more efficient, and most of all, more responsive to people's immediate needs	Policy 4-33 – The City shall strive to stay up-to-date with legislation and emerging technologies as it relates to complete streets, roadway efficiency, and analysis of traffic conditions. Policy 4-81 – Manage congestion through operational, technological, and physical improvements, including equipment upgrades and communication enhancements between traffic signals and the Transportation Management Center, when feasible. Policy 4-82 – Coordinate with SANDAG to maximize the benefits of regional investments in technology. The project would facilitate the implementation of new mobility-related transportation technologies and options as they develop.
Active Transportation	Providing critical connections along Complete Corridors and other streets, providing people with safe and convenient ways to connect to transit and other destinations within and between Mobility Hubs.	Consistent. As discussed, the IM contains numerous goals and strategies related to active transportation. These policies relate to complete networks, safe and accessible facilities, and comfortable environments to increase all forms of active transportation infrastructure including sidewalks, trails, and bicycle lanes. Additionally, the CAP Update include the following GHG reduction measure: Measure TR-4: Increase active transportation infrastructure to provide safe alternative options to vehicle travel, installing or upgrading 26 miles of bike lanes/paths by 2030 and 50 miles of sidewalk/paths by 2045. Through this measure, the City plans to improve Oceanside's active transportation infrastructure by increasing and improving bike lanes, sidewalks, and trails citywide and provide more opportunities to reduce emissions generated by driving vehicles. The City will accomplish this by implementing the existing Bicycle Master Plan, as well as developing and implementing a new Active Transportation Plan and Trails Master Plan.
Goods Movement	Supports the local, interregional, and international movement of goods.	Consistent. The IM contains the following goal and supporting policies related to goods movement: Goal 4-N – The movement of goods through Oceanside will occur in a safe and efficient manner, limiting roadway congestion and minimizing traffic and noise in residential neighborhoods. Policy 4-90 – Support goods movement via rail to reduce greenhouse gas emissions and congestion. Policy 4-91 – Evaluate the need for designating loading zones in commercial and industrial areas.

Table 4.9-8 San Diego Forward: The 2021 Regional Plan Consistency Analysis		
Category	Policy Objective or Strategy	Consistency Analysis
		Policy 4-92 – Continue to prohibit heavy vehicle access along specified streets. Policy 4-93 – Coordinate with regional efforts to encourage electrification of freight vehicles and establish a network of supporting charging infrastructure. Policy 4-94 – Ensure that new development provides loading areas of sufficient capacity that are sited and oriented in a manner that reduces potential impacts on adjacent streets and surrounding properties.
Sustainable Growth and Development	A regional pattern of growth and development that reflects smart growth, transit-oriented development, preserving natural resources and agricultural lands, and building communities that are resilient to the consequences of climate change and other environmental changes.	Consistent. The GPU would focus growth in infill areas that are in close proximity to transit stops. Refer to ECLU Policies 3-3and 3-86 above. Additionally, policies within the SSCSP Land Use chapter that would increase density allowances along the Mission Avenue, Oceanside Boulevard, and Vista Way corridors in strategic locations near transit hubs and major intersections. Also refer to CAP Update GHG reduction measure TR-6 and supporting Actions TR-6.1 through TR-6.10 discussed above.
Habitat Conservation	To Protect, Connect, and Respect species and their natural habitats to prevent their extinction in San Diego County	Consistent. The General Plan land use plan would focus development within infill areas of the City, retaining natural lands as open space. The VSR contains goals and policies related to biological conservation; wildlife movement and connectivity; multi-benefit open spaces; coordination, funding, and human resources; leveraging development for conservation; and mitigation.
SOURCE: SANDAG 2021.		

As shown in Table 4.9-8, the project is consistent with all applicable 2021 Regional Plan policy objectives and strategies.

4.9.5.3 Significance of Impacts

The project would be consistent with the 2017 and 2022 Scoping Plans and statewide GHG reduction goals consistent with SB 32 and AB 1279. The project would be consistent with all applicable 2021 Regional Plan policy objectives and strategies. The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG. Impacts would be less than significant.

4.9.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.6 Cumulative Analysis

The issue of global climate change is inherently a cumulative issue, as GHG emissions of individual projects cannot be shown to have a material effect on global climate change. Impacts would be cumulative in nature if they lead to a substantial increase in GHG emissions, when combined with other development. As discussed, the framework for assessing GHG emissions in the state has been created through AB 32, SB 32, EO S-3-05, and the 2017 and 2022 Scoping Plans. If a project demonstrates that it is sufficiently reducing its overall GHG emissions consistent with statewide goals, the project's impact can be determined not to be cumulatively considerable as it would contribute to the state's GHG emission reduction targets. As discussed in Section 4.9.5.1 above, with implementation of the CAP Update, the City would be consistent with the 2017 and 2022 Scoping Plans and statewide GHG reduction goals. Implementation of the CAP Update provides for updates to GHG inventories, evaluate the performance of individual strategies, evaluate progress toward the City's reduction targets, and make revisions to strategies, as necessary, to ensure that the City will achieve its targets. Therefore, implementation of the CAP Update would ensure that the project would not significantly contribute to a cumulative impact related to GHG.

4.10 Hazards and Hazardous Materials

This section addresses potential project impacts related to hazardous materials that could result from implementation of the Onward Oceanside project, which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.10.1 Existing Conditions

4.10.1.1 Emergency Response

Like all jurisdictions within the San Diego operational area, the City operates under the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). SEMS and NIMS are based on the Incident Command System (ICS), which is a management system designed to provide a structure for response to any emergency.

The Oceanside Fire Department (OFD) is the primary emergency response service provider for the City, providing comprehensive strategies and training in fire prevention, fire suppression, emergency medical services, emergency preparedness, 911 services, marine safety, lifeguarding services, and community-based fire services (see Section 4.15.1.1 for details of OFD operations). The OFD also administers the Community Emergency Response Team (CERT) training program. The purpose of CERT is to create a team of trained volunteer emergency responders who can assist the City during an emergency. During emergencies, the City can activate CERT volunteers for additional operational support.

a. San Diego County Emergency Operations Plan

The 2018 San Diego County Emergency Operations Plan (County EOP; County of San Diego 2018) describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and

the private sector. The EOP Annex-Q addresses evacuation and provides a template for development of other jurisdictional evacuation plans.

b. City Emergency Operations Plan

The City Emergency Operations Plan (City EOP; City of Oceanside 2017) provides guidance for the City's response to emergencies associated with natural, manmade, and technological disasters. The EOP defines responsibilities, establishes an emergency organization, defines lines of communications, and is part of the statewide SEMS and the federal NIMS.

4.10.1.2 Hazardous Materials

Hazardous materials are used throughout the City for a variety of purposes including manufacturing, service industries, various small businesses, agriculture, medical uses, schools, and households. Accidents can occur in the production, use, transport, and disposal of these hazardous materials. The probability of accidental spills is exacerbated by the fact that the region is susceptible to earthquakes.

4.10.1.3 Hazardous Materials Sites

The Hazardous Waste and Substances Sites (Cortese) List is a planning document that provides information about the location of hazardous materials release sites in the state. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop, at least annually, an updated Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List that is contained in their Envirostor database (2024).

The other main source of information for sites in the Cortese List is the California State Water Resources Control Board's (State Water Board) Geotracker Database. "Geotracker" is the State Water Board's Internet-accessible database system used by the state board, regional boards, and local agencies to track and archive compliance data from authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from underground storage tanks. This system consists of a relational database, online compliance reporting features, a geographical information system (GIS) interface, and other features that are utilized by the state board, regional boards, local agencies, regulated industry and the public to input, manage, or access compliance and regulatory tracking data.

Figure 4.10-1 depicts the location of active Envirostor and Geotracker hazardous materials sites. As shown on Figure 4.10-1, there are two active Envirostor sites and 17 active Geotracker hazardous materials sites throughout the City. Table 4.10-1 lists each site location and describes the site listing.

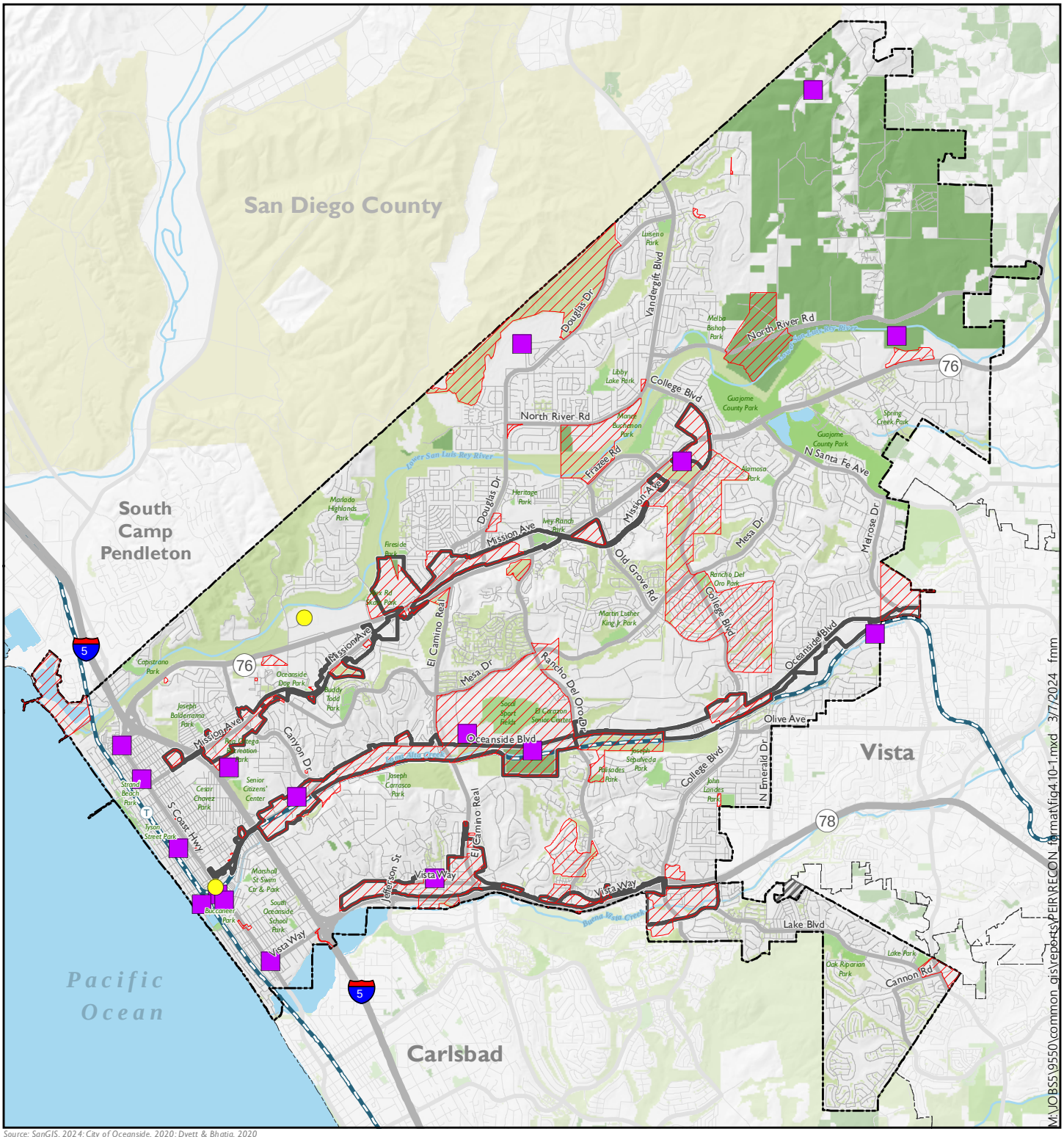


FIGURE 4.10-1
Hazardous Materials Sites

Table 4.10-1 Active Envirostor and Geotracker Hazardous Materials Sites		
Sites	Description	Location
Envirostor		
EN-1 Tri-City Plating, Inc.	Site Type: State Response Status: Active	1307 South Coast Highway Oceanside, CA 92054
EN-2 3390 Alex Road	Site Type: Voluntary Cleanup Status: Active	3390 Alex Road Oceanside, CA 92058
Geotracker Sites		
GEO-1 Econo Lube 'N Tune	Case Type: LUST Cleanup Site Status: Open - Remediation	1942 South Coast Highway Oceanside, CA 92054
GEO-2 Surf Bowl	Case Type: LUST Cleanup Site Status: Open - Site Assessment	South Coast Highway Oceanside, CA 92054
GEO-3 San Luis Rey Restoration/Mitigation Bank	Case Type: Cleanup Program Site Status: Open - Site Assessment	Mission Avenue Oceanside, CA 92049
GEO-4 305 Wisconsin Avenue	Case Type: Cleanup Program Site Status: Open - Site Assessment	305 Wisconsin Avenue Oceanside, CA 92054
GEO-5 Evergreen Nursery	Case Type: Land Disposal Site Status: Open - Operating	3231 Oceanside Boulevard Oceanside, CA 92056
GEO-6 Fire Mountain Cleaners	Case Type: Cleanup Program Site Status: Open - Site Assessment	Vista Way Oceanside, CA 92054
GEO-7 Town Cleaners	Case Type: Cleanup Program Site Status: Open - Site Assessment	835 College Boulevard Oceanside, CA 92057
GEO-8 ARCO Facility #9749	Case Type: LUST Cleanup Site Status: Open - Remediation	802 North Coast Highway Oceanside, CA 92054
GEO-9 Agromin Oceanside Green Materials Composting Operation	Case Type: Land Disposal Site Status: Open - Active	1200 Wilshire Road Oceanside, CA 92028
GEO-10 Maxson Street Landfill	Case Type: Land Disposal Site Status: Open - Closed/with Monitoring	1600 Maxson Street Oceanside, CA 92054
GEO-11 Oceanside Gold Course	Case Type: LUST Cleanup Site Status: Open - Eligible for Closure	825 Douglas Drive Oceanside, CA 92054
GEO-12 Vista Burn Site	Case Type: Land Disposal Site Status: Open - Site Assessment	Lee Avenue Oceanside, CA 92056
GEO-13 H&M Military Supplies, Inc.	Case Type: Land Disposal Site Status: Open - Site Assessment	301 North Coast Highway Oceanside, CA 92054
GEO-14 Greenbrier Village	Case Type: LUST Cleanup Site Status: Open - Site Assessment	Greenbrier Drive Oceanside, CA 92054
GEO-15 El Corazon Compost Facility	Case Type: Land Disposal Site Status: Open - Operating	3210 Oceanside Boulevard Oceanside, CA 92056
GEO-16 La Salina WWTP, Oceanside Ocean Outfall	Case Type: NPDES Status: Active	1330 South Tait Street Oceanside, CA 92054
GEO-17 H.G. Fenton	Case Type: LUST Cleanup Site Status: Open - Site Assessment	1517 South Coast Highway Oceanside, CA 92054

As shown in Figure 4.10-1, many cleanup sites are located within Areas of Change along the City's corridors.

4.10.1.4 Airport Hazards

The San Diego County Regional Airport Authority (Airport Authority), acting as the Airport Land Use Commission (ALUC), is responsible for preparing Airport Land Use Compatibility Plans (ALUCPs) for all 16 airports in San Diego County. The ALUCPs are prepared to protect and promote the safety and welfare of airport users and residents in the airport vicinity. Specifically, these plans seek to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

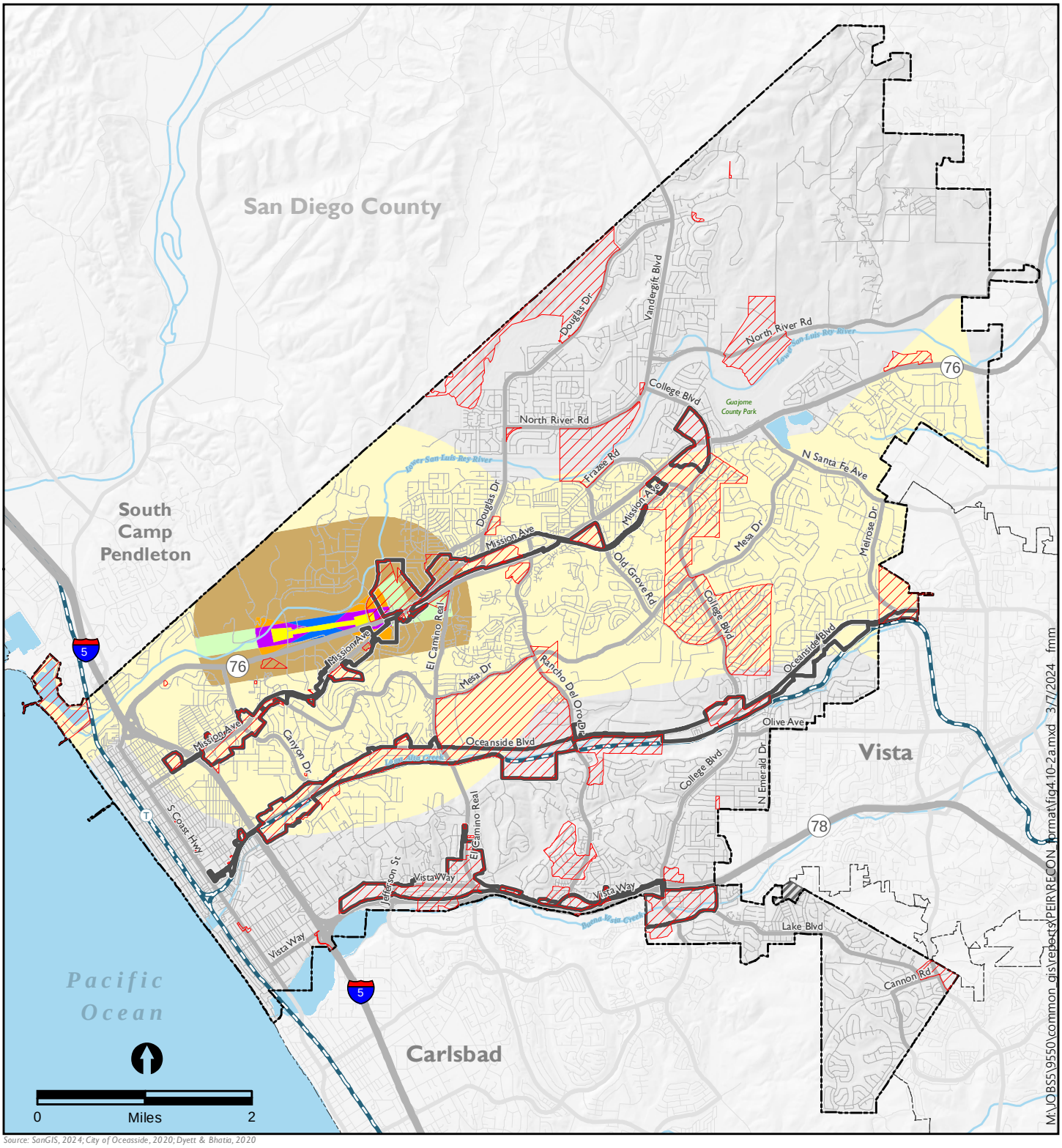
Risks associated with airport operations include risks to people and property located in the vicinity of an airport in the event of an accident, and risks to the safety of persons aboard an aircraft. Airspace protection policies may address the height of objects on the ground and activities that can cause electronic or visual impairment to navigation. The City is located within the Airport Influence Areas (AIA) of three airports, Oceanside Municipal Airport, Marine Corps Air Station (MCAS) Camp Pendleton Airport and McClellan-Palomar Airport.

a. Oceanside Municipal Airport

The Oceanside Municipal Airport is located on 70 acres near the northwest corner of the City. This airport is a general aviation airport featuring a dual runway and fuel services. Most aircraft operations consist of general aviation. The airport accommodates a private skydiving business and a heliport for the Oceanside Fire Department. The Airport Compatibility Zones associated with the airport are shown on Figure 4.10-2a. As shown, a large swath of the City is encompassed by AIA Review Area 2. Portions of the City designated as Review Area 2 are those outside of noise and safety concerns, but within the airspace protection and/or notification overflight areas depicted on the associated maps. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. The recordation of overflight notification documents is also required in locations within Review Area 2 (ALUC 2010). Many of the Areas of Change are within the AIA Review Area 2, including those along Mission Avenue and portions of Oceanside Boulevard.

b. MCAS Camp Pendleton Air Station

MCAS Camp Pendleton Air Station (also known as Munn Field) is located approximately three miles northwest of the City. The air station consists of an airfield and helipads. The air station supports over 180 helicopters and a variety of Marine Corps units and visiting aircraft from other branches of the Armed Forces. As shown in Figure 4.10-2b, the AIA Review Area 2 associated with Camp Pendleton reaches into the City along most of the northern border of the City and through the midsection. Portions of the Areas of Change are within the AIA Review Area 2, including Mission Avenue and the eastern part of Oceanside Boulevard.



City of Oceanside
Neighbor City
Sphere of Influence
Oceanside Transportation Center
Rail

Oceanside Municipal: Airport Compatibility Zones

Airport Influence Area 2
Inner Approach/Departure Zone
Inner Turning Zone
Outer Approach/Departure Zone
Runway Protection Zone
Sideline Zone
Traffic Pattern Zone

Areas of Change
SSCSP Planning Area

FIGURE 4.10-2a
Airport Compatibility Zones

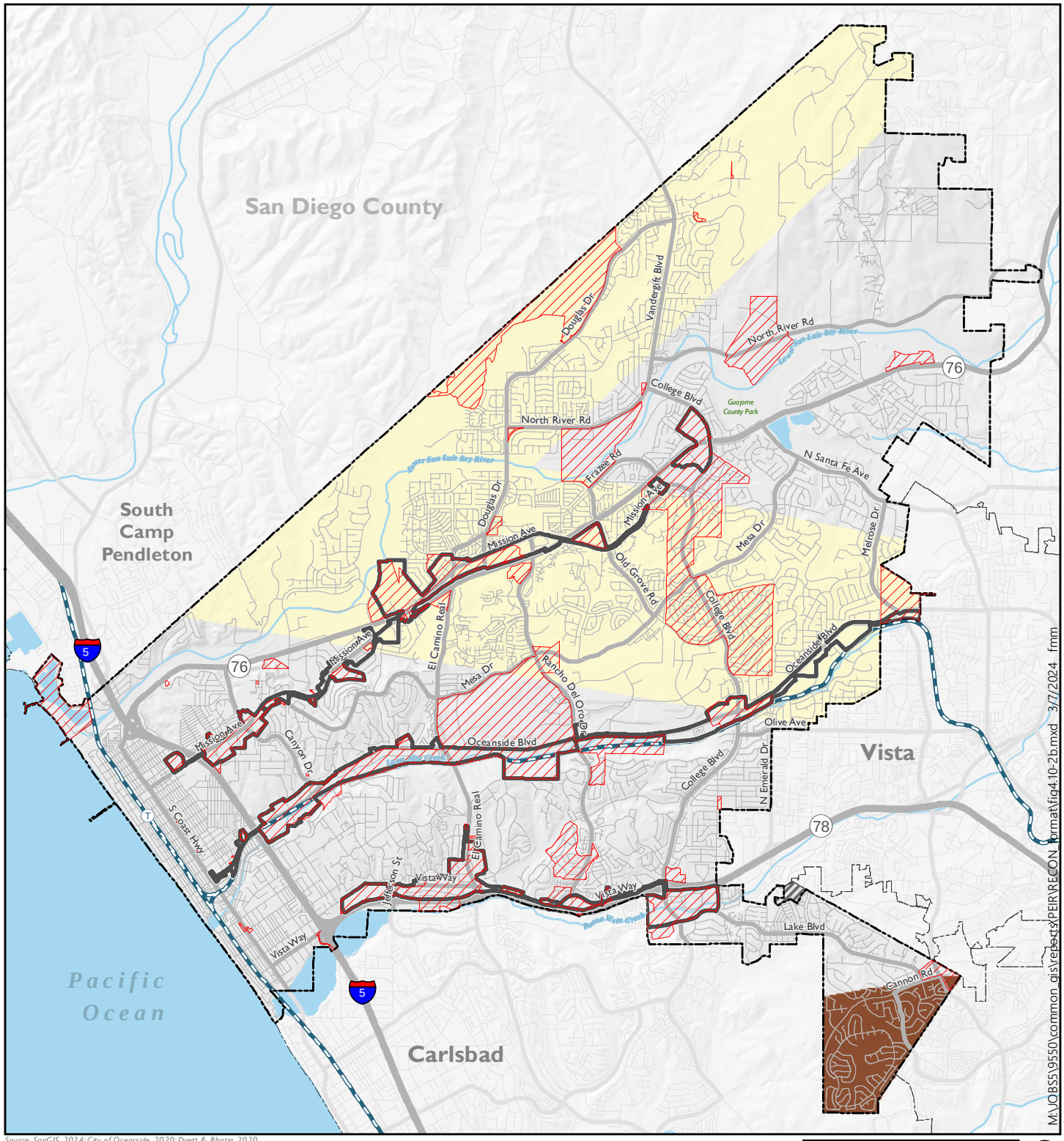


FIGURE 4.10-2b
Airport Compatibility Zones

c. McClelland-Palomar Airport

The County of San Diego owns and operates the McClelland-Palomar Airport, which provides general aviation, corporate, and commercial services. McClelland-Palomar Airport is located approximately three miles southeast of the City, within the city of Carlsbad. It consists of approximately 466 acres and has one asphalt runway and one asphalt helipad. Most aircraft operations consist of general aviation. As shown in Figure 2.10-2b, a small portion of the southern most part of the City is within the AIA Review Area 2. There are no Areas of Change within the Review Area.

4.10.1.5 Transportation of Hazardous Materials

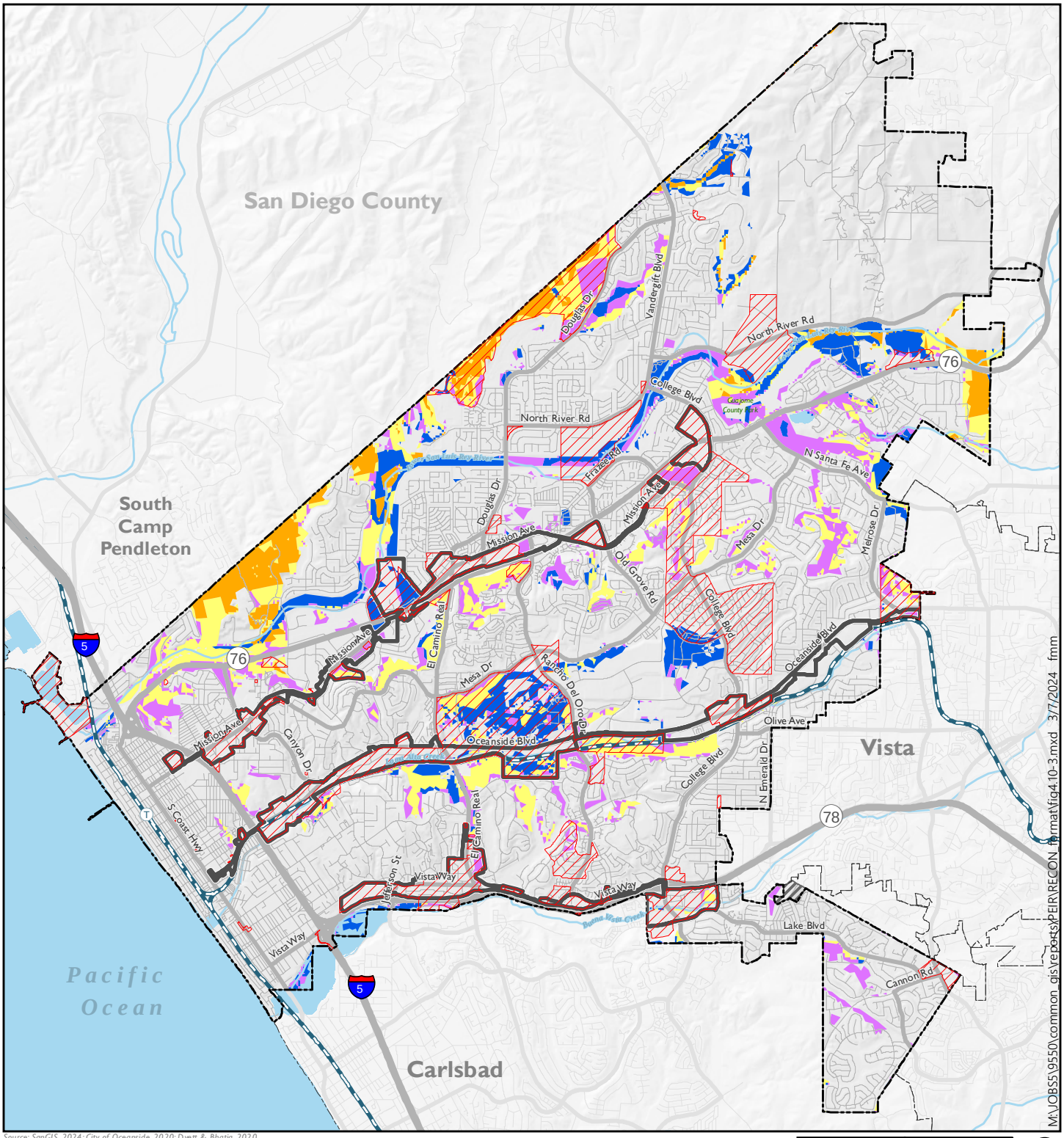
Hazardous materials pass through the City via the freeway, rail, and surface street system. Interstate 5 (I-5) is along the western boundary of the City. The nearest railway is the Burlington Northern and Santa Fe railway which runs north-south near I-5. There are also several commuter rail lines in the City. While train derailments can occur at any time, it is during an earthquake that a derailment and hazardous materials release would pose the greatest risk. The major automotive transportation routes through the City include State Route 76 (SR-76), State Route 76 (SR-78), Oceanside Boulevard, El Camino Real, College Boulevard, and Santa Fe Avenue.

The City has no direct authority to regulate the transport of hazardous materials on state highways or rail lines. Transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (U.S. DOT). U.S. DOT regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. The California Health Services Department regulates the haulers of hazardous waste.

4.10.1.6 Wildfire

Threats from wildfire hazards are determined based on factors, including fuel loading (vegetation); topography; climatic conditions, such as wind, humidity, and temperature; and the proximity of structures and urban development to fire hazards. Wildland fire hazards are most pronounced in wildland-urban interface areas, or where urban development is located close to open space areas where vegetation can serve as fuel. Generally, the periods of greatest risk for wildland fire are the late summer and early fall when vegetation is at its driest. Human activity, including residential and agricultural burning, campfires, and the use of fireworks can all trigger fires. Natural causes such as lightning strikes may also start fires.

The California Department of Forestry and Fire Protection (CAL FIRE) has developed two datasets for fire threat and hazard mapping. The first CAL FIRE mapping dataset provides maps which show fire threat potential throughout California. CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). These two factors are combined to create a five-point scale of fire threats ranging from low to extreme. The fire threat for the City is shown in Figure 4.10-3. As shown therein the majority of the City is unranked because



City of Oceanside
Neighbor City
Sphere of Influence
Oceanside Transportation Center
Rail

FRAP Fire Threat Areas
Extreme
Very High
High
Moderate
Low

Areas of Change
SSCSP Planning Area

FIGURE 4.10-3
CALFIRE Fire Threat Areas

it consists of urban development that has no wildfire potential. However, areas designated as having Very High Risk are located along the City's northern border with Camp Pendleton. No Very High Risk areas are within the Areas of Change or SSCSP Planning Area. However, there are high risk areas adjacent to Mission Avenue, and along Loma Alta Creek, among other small, isolated locations. Tables 4.10-2 and 4.10-3 present the acreage under each fire threat area classification within the entire City and within the Areas of Change, respectively.

Table 4.10-2
Fire Threat Area Acreages (within Entire City of Oceanside)

Row Labels	Acres
Extreme	2.03
Very High	581,17.00
High	1,660.67
Moderate	1,456.12
Low	1,213.85
No Rank	22,077.41
TOTAL	**26,991.24**

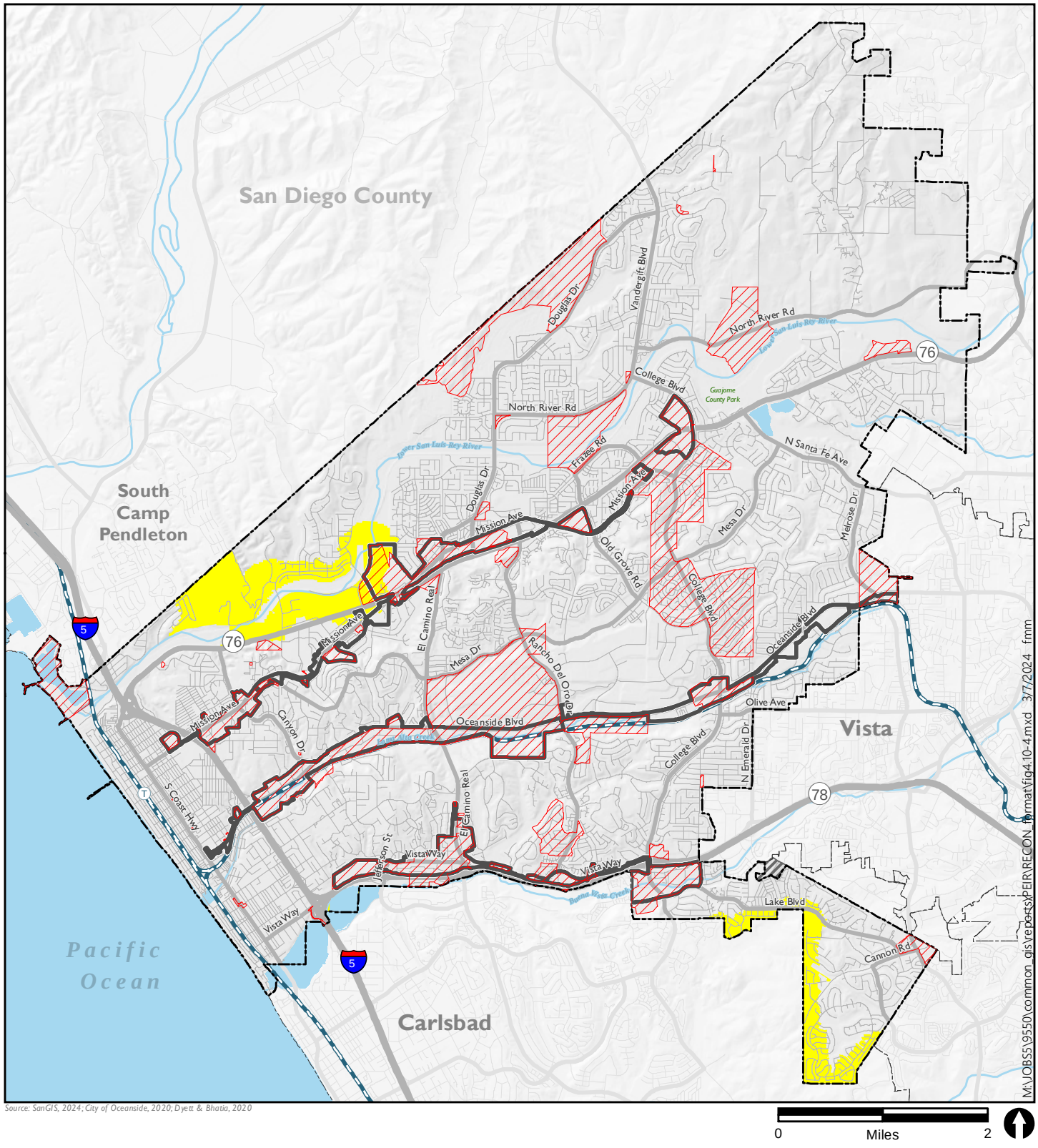
SOURCE: CAL FIRE 2024.
Total acreages may not add due to rounding.

Table 4.10-3
Fire Threat Area Acreages (within Areas of Change)

Row Labels	Acres
Extreme	0.00
Very High	127.50
High	376.63
Moderate	274.08
Low	324.06
No Rank	2,562.04
TOTAL	**3,664,32.00**

SOURCE: CAL FIRE 2024.
Total acreages may not add due to rounding.

The second mapping dataset consists of Fire Hazard Severity Zones (FHSZ), which were developed for community planning and real estate disclosure purposes and are meant to help limit wildfire damage to structures through planning, prevention, and the application of risk reduction measures. The mapped areas, or zones, are based on factors such as fuel (e.g., flammable vegetation), slope, and fire weather. There are three zones, based on increasing fire hazard: moderate, high, and very high. As shown in Figure 4.10-4, the majority of the City is in urban areas not mapped within a FHSZ. Approximately 1,122 acres within the City is mapped as Very High FHSZ (VHFHSZ). These areas are north of SR-76 between Capistrano Park and Fireside Park. A second VHFHSZ runs the southern border of the City adjacent to the city of Carlsbad. Table 4.10-4 presents the acreage for each VHFHSZ within the entire City and within the Areas of Change. No other FHSV is designated in the City.



City of Oceanside
Neighbor City
Sphere of Influence
Oceanside Transportation Center
Rail
Areas of Change
SSCSP Planning Area

California Fire Hazard Severity Zones (FHSZ)

Very High

FIGURE 4.10-4
California Fire Hazard Severity Zone

Table 4.10-4 Fire Hazard Severity Zone Acreages		
FHSZ	City (acres)	Areas of Change (acres)
Very High	1,122.30	66.04

4.10.1.7 Evacuation

a. Evacuation Routes

The City's existing Public Safety Element includes evacuation routes and refugee centers for people who are forced from their homes during a disaster. The major streets and highways within the City would provide primary evacuation routes, and schools would serve as refuge centers capable of providing food and shelter (City of Oceanside 2002). The City's adopted Public Safety Element of the General Plan contains a map of existing emergency evacuation routes that includes the major streets running through the City:

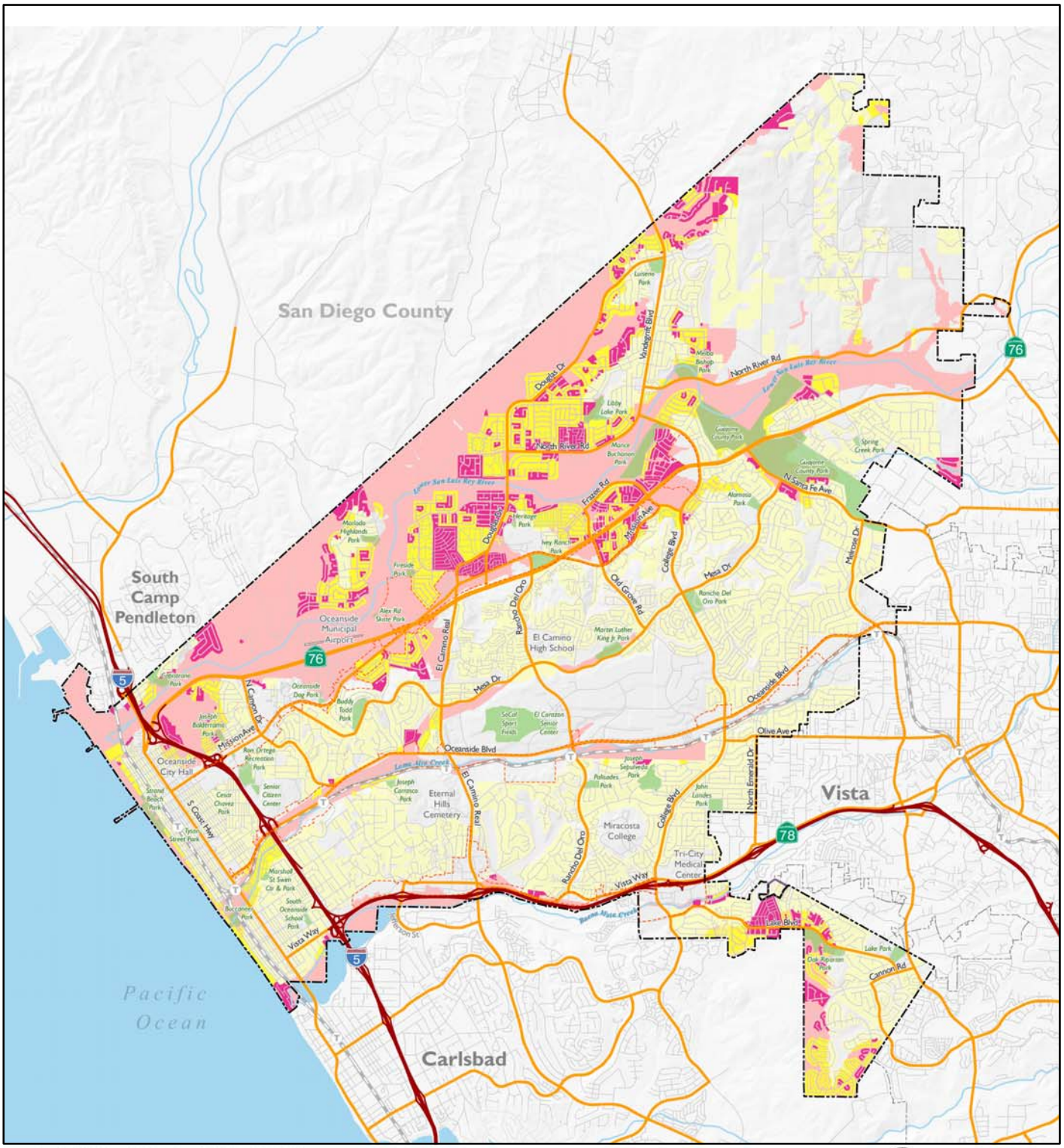
- North-South Roads: Coast Highway, I-5, El Camino Real, College Boulevard, and North Sante Avenue
- East-West Roads: Mission Avenue, Oceanside Boulevard, Vista Way, and SR-76

Although the GPU updates safety related goals and policies relating to emergency response and evacuation, the existing evacuation routes provide a baseline for the existing safety setting.

As shown in Figure 4.10-5, a majority of communities between SR-76 and the Camp Pendleton border and areas along the San Luis Rey River are limited to a single access for evacuation. This area is within designated high fire threat areas and VHFHSZ (see Figures 4.10-3 and 4.10-4) where flammable vegetation is densest. There are also a few residential parcels located along the coast in the south Oceanside area and near flood zones adjacent to creek channels where residents may have limited evacuation access.

b. Evacuation Procedures and Alerts

The City is committed to ensuring residents are aware of local evacuation procedures and systems available in case of an emergency. Various emergency warning systems are used by the City including mobile emergency vehicle sirens and loudspeakers, public amplification systems, local television and radio stations, social media, emergency preparedness applications for smartphones, and door-to-door notification by CERT. Additionally, the City employs AlertSanDiego, a reverse 9-1-1 system used to notify residences and businesses they may be at risk during an emergency.



Source: SanGIS, 2022; Recon, 2022; City of Oceanside, 2020; Dyett & Bhatia, 2023

- Residential areas with access to only one exit for evacuation
- Residential parcels in hazard areas
- Residential parcels outside hazard areas
- Combined Hazard Area*

Priority Route**

- Regional Route (Highways)
- Primary Route (Major Roads)
- Local Route (Local Roads)

- City of Oceanside
- SSCSP Planning Area
- Sphere of Influence
- Transit Stop
- Rail
- River/Creek
- Water
- Park

0 ½ 1 2 Miles

Map Date: 3/14/2024

*The Combined Hazard Area is an undifferentiated combination of the following mapped hazards: Areas within the 100-year flood zone and 100 year coastal flood (FEMA); Dam Breach Inundation Area; Potential Liquefaction Zones (CGS Seismic Hazard Zonation Program); and Areas of Very High and High Fire Hazard Threat (CalFire);

**The analysis highlights residential parcels that do not have access to at least two separate points of exit in case of emergency situation. The assumption is that each residential parcel exits the neighborhood by following a rudimentary roadway network in which vehicles move from local residential roads to major roads, and eventually to the regional highway to evacuate. Residences in cul de sacs or along dead end roads, or neighborhoods that only have one exit point to major roads are at higher risk and will be constrained for evcuation.

FIGURE 4.10-5
Neighborhoods with Limited Evacuation

4.10.2 Regulatory Setting

4.10.2.1 Federal

a. U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) is the primary federal agency regulating hazardous wastes and materials. U.S. EPA broadly defines a hazardous waste as one that is specifically listed in U.S. EPA regulations, has been tested and meets one of the four characteristics established by the U.S. EPA (toxicity, ignitability, corrosiveness, and reactivity), or that has been declared hazardous by the generator based on its knowledge of the waste. U.S. EPA defines hazardous materials as any item or chemical that can cause harm to people, plants, or animals when released by spilling, leaking, pumping, pouring, emptying, discharging, injecting, leaching, dumping, or disposing into the environment. Federal regulations pertaining to hazardous wastes and materials are generally contained in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR).

b. Comprehensive Environmental Response, Compensation, and Liability Act

Discovery of environmental health damage from disposal sites prompted the U.S. Congress to pass the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund). The purpose of the CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

c. Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA) pertain primarily to emergency management of accidental releases. It requires formation of state and local emergency planning committees, responsible for collecting, material handling, and transportation data for use as a basis for planning. Chemical inventory data are made available to the community at large under the "right-to-know" provision of the law. In addition, SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory (TRI).

d. Resource Conservation and Recovery Act of 1976

The Resource Conservation and Recovery Act of 1976 (42 United States Code Sections 6901–6987), including the Hazardous and Solid Waste Amendments of 1984, protects human health and the environment, and imposes regulations on hazardous waste generators, transporters, and operators of treatment, storage, and disposal facilities. The Hazardous and Solid Waste Amendments also require the U.S. EPA to establish a comprehensive regulatory program for underground storage tanks. The corresponding regulations in 40 CFR Parts 260–299 provide the general framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste.

e. Hazardous Materials Transportation Act

The U.S. DOT regulates hazardous materials transportation under Title 49 of the United States Code (U.S.C.). State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

f. Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the America Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

g. Disaster Mitigation Act

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "Standard" and "Enhanced". States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Disaster Mitigation Act also established a new requirement for local mitigation plans.

4.10.2.2 State

a. Environmental Health Standards for the Management of Hazardous Waste

California Code of Regulations (CCR) Title 22, Division 4.5 provides standards applicable to generators and transporters of hazardous wastes, and standards for operators of hazardous waste transfer facilities, among other regulations.

b. Hazardous Materials Release Response Plans and Inventory

Two programs in the California Health and Safety Code (H&SC) Chapter 6.95 are directly applicable to the California Environmental Quality Act (CEQA) issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Release Prevention (CalARP) program. The County Department of Environmental Health and Quality (DEHQ) is responsible for the implementation of

the HMBP program and the CalARP program in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazardous substances.

All facilities subject to CalARP requirements must submit a Risk Management Plan (RMP). An RMP is a document prepared by the owner or operator of a stationary source containing detailed information including, but not limited to, the regulated substance being handled or processed, potential consequences of accidental release, accident history, emergency response procedures, and training.

c. Senate Bill 1889, Accidental Release Prevention Law/Chemical Accident Release Prevention Program

Senate Bill (SB) 1889 required California to implement a federally mandated program governing the accidental airborne release of chemicals listed under Section 112 of the Clean Air Act. Effective January 1, 1997, CalARP replaced the previous California Risk Management and Prevention Program and incorporated the mandatory federal requirements. CalARP addresses facilities containing specified hazardous materials that, if involved in an accidental release, could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

d. Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including the CalEPA, California Highway Patrol, California Department of Fish and Wildlife, and Regional Water Quality Control Board (RWQCB).

e. Cortese List: Section 65962.5(a)

The Cortese List refers to provisions in Government Code Section 65962.5, which requires that the California DTSC, State Department of Health Services, State Water Resources Control Board (SWRCB), and designated local enforcement agencies compile and update lists of hazardous materials sites under their purview as specified in the code. The "Cortese List" consists of the information provided by these agencies under the code.

The DTSC Brownfields and Environmental Restoration Program EnviroStor database provides DTSC's component of the Cortese List data by identifying State Response, Federal Superfund, and Backlog sites listed under H&SC Section 25356, as well as Certified with Operation and Maintenance sites. The EnviroStor database identifies sites that have known contamination or potentially contaminated sites requiring further investigation, and facilities permitted to treat, store, or dispose of hazardous waste. The EnviroStor database includes lists of the following site types: federal Superfund; State Response, including military facilities and State Superfund; voluntary cleanup; and school sites.

The SWRCB GeoTracker database tracks sites that impact groundwater or have the potential to impact groundwater. It includes sites that require groundwater cleanup such as Leaking Underground Storage Tanks, Department of Defense, and Site Cleanup Program sites, as well as permitted facilities that could impact groundwater such as operating Underground Storage Tanks (USTs), irrigated lands, oil and gas production sites, and land disposal sites.

f. California Department of Toxic Substances Control

Within the CalEPA, the DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, the DTSC has been authorized to implement the state's hazardous waste management program for the CalEPA.

g. Local Enforcement Agency/Integrated Waste Management Board: Burn Ash Sites

The Local Enforcement Agency covers the process for evaluating and remediating burn dump sites. The Local Enforcement Agency provides guidance on the appropriate procedures to follow in evaluating the risks to public health and safety and the environment posed by burn ash dump sites and identify the steps to take to control these risks. The Integrated Waste Management Board conducts site assessments to classify and regulate burn sites.

h. State Water Resources Control Board

The San Diego RWQCB is authorized by the SWRCB to enforce provisions of the Porter–Cologne Water Quality Control Act of 1969. This act gives the San Diego RWQCB authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened and to require remediation of the site, if necessary.

i. The California Department of Transportation

The California Department of Transportation manages more than 50,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. The California Department of Transportation is also the first responder for hazardous material spills and releases that occur on highway and freeway lanes and inter-city rail services.

j. State Hazard Mitigation Plan

The State Hazard Mitigation Plan (SHMP) is the state's hazard mitigation guidance document and provides a comprehensive description of California's historical and current hazard analysis, mitigation strategies, goals, and objectives. The SHMP reflects the state's commitment to reduce or eliminate potential risks and impacts of natural and human-caused disasters by making California's families, homes, and communities better prepared and more disaster-resilient. The SHMP is also a federal

requirement under the Disaster Mitigation Act of 2000 for the State of California to receive federal funds for disaster assistance grant programs.

k. State Aeronautics Act

Through the State Aeronautics Act, every county that contains a public airport must develop and comply with an ALUCP with a 20-year planning horizon. The purpose of an ALUCP is to protect public health, safety, and welfare by providing for the orderly growth and land use development of the area surrounding the airport. ALUCP policies generally set controls on land use and development standards that ensure safe and efficient airport and flight operations and minimize the public's exposure to excessive noise and safety hazards within the airport's vicinity. An ALUCP does not designate land uses but instead establishes criteria to encourage the development of compatible land uses. It also has no ability to alter existing non-conforming uses; the focus is on future development.

The body responsible for creating and carrying out the ALUCP is each respective county's ALUC or other designated agency. The Airport Authority serves as the ALUC for San Diego County.

l. California Underground Storage Tank Regulations

The California Underground Storage Tank Regulations (CCR Title 23, Chapter 16) includes guidelines and standards to protect waters from hazardous substance discharges from USTs. The regulations establish construction requirements for new USTs; establish separate monitoring requirements for new and existing USTs; establish uniform requirements for unauthorized release reporting and for the repair, upgrade, and closure of USTs; and specify variance request procedures. It requires responsible parties to remediate any unauthorized releases from USTs.

m. California Fire Code

The California Fire Code (CFC) provides regulatory direction for the maintenance of brush management zones (BMZs), access road standards, placement of fire hydrants, and numerous other design and maintenance requirements for development projects. With respect to construction and demolition activities, Chapter 33 of the CFC outlines general fire safety precautions for all structures and all occupancies during construction and demolition operations. In general, these requirements seek to maintain required levels of fire protection, limit fire spread, establish the appropriate operation of equipment, and promote prompt response to fire emergencies. Features regulated include fire protection systems, fire fighter access to the site and building, means of egress, hazardous materials storage, and use and temporary heating equipment and other ignition sources.

Chapter 7A of the CFC addresses structural ignition resistance and reducing ember penetration into homes. The CFC focuses on mitigating structural vulnerabilities through construction techniques and materials so that the buildings are resistant to ignitions from direct flames, heat, and embers, as indicated (Chapter 7-A, Section 701A Scope, Purpose, and Application).

n. Attorney General Wildfire Guidance

The California Office of the Attorney General issued guidance (Guidance) outlining best practices for analyzing and mitigating wildfire impacts of development projects under CEQA (State of California 2022). The Guidance is intended to help local governments' evaluation and approval considerations for development projects in fire-prone areas, and to help project design in a way that minimizes wildfire ignition and incorporates emergency access and evacuation measures. Importantly, the Guidance does not impose additional legal requirements on local governments, nor does it alter any applicable laws or regulations. The Guidance suggests best practices including establishing baseline conditions, guidance for local governments in establishing thresholds of significance, modeling fire behavior and risk, providing qualitative assessment of fire risk, and offering potential measures to mitigate fire risk. The Guidance additionally addresses wildfire evacuation analysis best practices.

o. California Division of Occupational Safety and Health

The California H&SC is the collection of state laws that govern the handling of hazardous waste, corrective action (remediation), and permitted facilities. The California Division of Occupational Safety and Health, or Cal/OSHA, defines and enforces worker safety standards and requires proper handling and disposal of hazardous materials including asbestos containing materials and lead containing surfaces according to the Occupational Safety and Health Act and federal and state EPA regulations. The Occupational Safety and Health Act/EPA Occupational Chemical Database compiles information from several government agencies and organizations. This database provides reports on physical properties, exposure guidelines, and emergency response information, including the U.S. DOT emergency response guide.

4.10.2.3 Regional

a. Certified Unified Program Agency

In 1993, SB 1082 gave the CalEPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. This program consolidates and coordinates six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. The six programs include the following: Aboveground Petroleum Storage Ace Program; California Accidental Release Prevention Program; Hazardous Materials Business Plan Program; Hazardous Materials Management and Inventory Program; Hazardous Waste and Hazardous Waste Treatment Program; and Underground Storage Tank Program. The CalEPA oversees the Unified Program with support from DTSC, the RWQCBs, Office of Emergency Services, and the state Fire Marshal.

State law requires the County and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency. The Hazardous Materials Division (HMD) of the County's DEHQ is the Certified Unified Program Agency for San Diego County.

b. County of San Diego Department of Environmental Health and Quality

The HMD of the County's DEHQ regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, and medical waste. The HMD's goal is to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed.

The County's DEHQ HMD offers a Voluntary Assistance Program (VAP) that provides staff consultation, project oversight, and technical and environmental report evaluation on projects proposed on properties suspected or known to be contaminated with hazardous substances. This program allows for oversight of environmental assessment, cleanup, and risk evaluation to facilitate the rapid and cost-effective resolution of soil and groundwater contamination problems. A "No Further Action" letter or "Concurrence" letter is issued when the technical information, findings, and recommendations in the reports submitted demonstrate that human health and the environment are adequately protected.

c. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

On February 7, 2023, the Board of Supervisors of the County of San Diego adopted the revised 2023 Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The MJHMP is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The MJHMP is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The MJHMP includes potential mitigation actions related to wildfires and release of hazardous materials.

Specifically related to the City, wildfire and associated evacuation are included as potential hazards. The City has developed the following objectives and action items to assist in the reduction of hazards related to wildfire:

- Objective 7.A: Develop a comprehensive approach to reducing the possibility of damage and losses due to wildfires.
    - Action 7.A.1 Utilize aggressive vegetation management programs to provide buffer zones between unimproved wildland and development.
    - Action 7.A.2 Adopt local building ordinances which improve building standards in urban/wildland interface (UWI) areas including defensible space, noncombustible fencing, boxed eaves, extruded metal window frames, Class-A non-combustible roofs and exterior wall coverings, and protected attic venting.
    - Action 7.A.3 Coordinate with federal, state and local wildlife agency representatives to develop regulations regarding brush management within sensitive areas and incorporate the regulations into the City's Subarea Plan.

d. San Diego County Emergency Operations Plan

The County EOP describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and providing for the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector.

4.10.2.4 Local

a. City of Oceanside Emergency Operations Plan

The City EOP forms the basis for the conduct and coordination of emergency operations within the City. The City EOP 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.

b. City of Oceanside Code of Ordinances

Chapter 3B Airport

Article II of Chapter 3B is the City's Airport Zoning Ordinance which was created for the purpose of preventing the creation or establishment of airport hazards to protect the lives and property of the occupants of the land located in the vicinity of airport landing areas. The regulations apply to the Oceanside Municipal Airport and surrounding zones are divided into the following: approach zones, transition zones, horizontal and conical surfaces. The Airport Zoning Ordinance includes height limits and use restrictions.

Chapter 14 Health and Sanitation

The City adopted the County of San Diego Code of Regulations Sections 68.801 through 68.814 related to the release of and response to hazardous material release incidents. Additional sections throughout the chapter include regulations relating to accumulation of hazardous materials, and liability for unauthorized disposal and/or release.

Chapter 11 Fire Prevention

The City adopts the California Fire Code as the governing regulations for the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises and in the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, equipment use, and maintenance of buildings and structures.

4.10.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.10.3.1 Policy Framework

The following policies are examples of the policy framework intended to minimize hazards throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Safe and Resilient Environment Element (SRE)

The SRE assesses the City's exposure to natural and human-induced hazards and outlines goals, policies, and actions designed to mitigate the risk of injury and property damage associated with these hazards.

Fire Hazards

- Policy 6-23: Provide adequate staffing, equipment, technology, and funding for the Oceanside Fire Department to meet existing and projected service demands and response times.
- Policy 6-25: Manage vegetation and the urban forest to reduce combustible load, erosion, and other terrain factors that influence fire likelihood and fire behavior. As such, the City's Fire Department will conduct inspections to identify and mitigate existing non-conforming development to contemporary fire safe standards, in terms of road standards and vegetative hazard.
- Policy 6-26: The City's Fire Department will establish long-term ongoing maintenance for vegetation management and defensible space along city-maintained roads, open space areas, and fuel breaks.
- Policy 6-27: Assess ways to minimize fire threats in the Very High Fire Hazard Severity Zone (VHFHSZ) around and north of the Municipal Airport and along the Camp Pendleton border, including through reducing fire load, removing combustible invasive species, and creating fuel breaks and buffers.
- Policy 6-28: Require all new development or redevelopment in the VHFHZ to incorporate fire-resistant building materials and design features, such as visible signage, consistent with the adopted Municipal Code and the most current versions of the California Code of Regulations, California Building Code, and California Fire Code.

- Policy 6-29: New residential development should be avoided or minimized within the VHFHSZ and along the Camp Pendleton border. Following a large fire, development or redevelopment in the area should be evaluated.
- Policy 6-30: In consultation with property owners, maintain practices to minimize fire risk in the VHFHSZ. These practices could include:
  - Incorporating fuel modification and defensible space techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
  - Conducting annual vegetation inspections by the City's Fire Department of all properties;
  - Requiring annual self-reports by properties to the City that all installed fire alarms and sprinklers are functioning;
  - Using fire-retardant, native plant species in landscaping;
  - Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities; and
  - Banning generators and fuel storage (e.g., for generators) in VHFHSZ.
- Policy 6-31: Maintain fuel breaks where feasible and prioritize development in areas with existing adequate road networks, evacuation routes, and water infrastructure. Require any new development on sites of more than two acres in the VHFHSZ to comply with requirements in Policy 6-27 and prepare a Fire Protection Plan that minimizes risks by:
  - Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns, etc.;
  - Siting and designing development to avoid hazardous locations to the extent feasible;
  - Requiring street improvements to comply with minimum fire road access standards; and
  - Disallowing new subdivisions in areas with less than two evacuation routes (as shown in Figure 6-9) unless a development were to be able to provide additional connections to ameliorate this condition.
- Policy 6-33: Continue to review development proposals to ensure that they incorporate required and appropriate fire-mitigation measures, including adequate provisions for occupant evacuation as well as access by fire-fighting personnel and equipment.
- Policy 6-35: Ensure community access to up-to-date fire risk mapping, evacuation route information, defensible space information, and home hardening resources.
- Policy 6-38: Maintain mutual aid agreements with adjoining jurisdictions, including Camp Pendleton, and collaborate on multi-jurisdictional programs.
- Policy 6-39: In partnership with SDCWA, plan for the ongoing maintenance and long-term integrity of planned and existing water supply infrastructure, including peak load water supply and established fire flow standards for fire suppression.

Hazardous Materials

- Goal 6-L: The City will minimize health and safety impacts related to the use, storage, manufacture, and transport of hazardous materials.

- Policy 6-62: Review proposed facilities that would produce or store hazardous materials – including gas, natural gas, or other fuels – to identify and require feasible mitigation of any significant risks. The review shall consider, at a minimum, the following:
  - Presence of seismic or geologic hazards;
  - Presence of other hazardous materials;
  - Proximity to residential development, sensitive receptors, and areas in which substantial concentrations of people exist, particularly communities already overburdened by pollution; and
  - Nature and level of risk and hazard associated with the proposed project.

- Policy 6-63: Continue to ensure buildings and sites are or have been investigated for the presence of hazardous materials and/or waste contamination before development or if there is reason to believe an existing building or site may contain hazardous materials that pose a threat to possible users. Continue to require remediation and construction techniques for adequate protection of construction workers, future occupants, adjacent residents, and the environment.
- Policy 6-64: Continue to coordinate with the County of San Diego's HMD, the unified-program agency responsible for issuing permits for and inspection of certain industrial facilities, monitoring the filing of disclosure forms and risk-management plans, and preparing hazardous materials assessment reports, remediation plans, and closure plans for such facilities.
- Policy 6-65: Seek to prevent industrial and transportation accidents involving release of hazardous materials and enhance the City's capacity to respond to such incidents through coordination with the California Highway Patrol, California Department of Transportation, and LOSSAN Rail Corridor Agency.
- Policy 6-66: Supply the public with up-to-date information on existing hazardous materials sites and any known releases of hazardous materials in the City.
- Policy 6-67: Assist residents in identifying and mitigating potential household hazards and encourage residents to dispose of hazardous household materials at the Household Hazardous Waste Facility operated by the City's contracted waste hauler.
- Policy 6-68: Ensure that operations involving hazardous materials are generally contained within enclosed buildings and that outdoor handling of such materials occurs in areas sufficiently buffered from adjacent properties and the public right-of-way.

Airport Hazards

- Goal 6-M: Oceanside Municipal Airport will operate in accordance with all applicable standards established by the Federal Aviation Administration (FAA) and the San Diego Regional Airport Authority (SDRAA). Implementation of the Airport Land Use Compatibility Plan will ensure that land use and development in proximity to the airport does not create unacceptable levels of risk to aviation operations or people and property in the vicinity.
- Policy 6-70: Periodically review and coordinate with the SDRAA staff on updates and modifications to the Oceanside Municipal Airport ALUCP.

- Policy 6-71: Require land uses surrounding the Oceanside Municipal Airport to be compatible with the operation of the airport and restrict development of potentially hazardous obstructions or other hazards to flight. Discourage uses that may impact airport operations or do not meet Federal or State aviation standards.
- Policy 6-75: Consider incentives to encourage contracted airport operators to address potential safety hazards and implement state-of-the-art safety protocols and technologies.

Evacuation and Emergency Response

- Goal 6-P: The health, safety, and welfare of people and property will be protected through the provision of adequate fire protection services, marine safety protocols, flood hazard mitigation, enforcement of building and fire codes, training and safety education, and emergency medical and rescue services.
- Goal 6-Q: The City will ensure adequate evacuation access, fire prevention activities, and emergency response for all residents and visitors.
- Goal 6-R: The City will coordinate across all municipal operations to provide comprehensive services during emergencies, including hazard mitigation, rescue efforts, public information, emergency medical care, temporary shelter, and sustenance.
- Policy 6-77: Require that new residential development be served by more than one evacuation route, where feasible.
- Policy 6-78: As part of the City's Vegetation Management Plan, provide vegetation clearance on all public and private roads and maintain a higher level of tree and vegetation maintenance along Regional and Primary evacuation routes as shown on Figure 6-9, and remove flammable trees that could fall and block these routes.
- Policy 6-79: Partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes and work with local agencies to develop contingency plans that address disconnected routes and explore roadway improvements that can provide better emergency access under emergency evacuation scenarios.
- Policy 6-80: In partnership with the North County Transit District (NCTD), Oceanside Unified School District (OUSD), Emergency Operations Center (EOC) Transportation Unit, and law enforcement, explore organization of a network to transport those without vehicles to designated shelter facilities during times of emergency.
- Policy 6-81: Use early warning notification systems (AlertSanDiego, text messages, etc.) to notify residents by wireless emergency alert of the need to evacuate in the event of an emergency and include information about road closures, evacuation routes, shelters, emergency medical access, and updated event information.
- Policy 6-83: Maintain and update as necessary the Emergency Operations Plan (EOP) and Local Hazard Mitigation Plan which describes how the City will prepare for, prevent, respond to, recover from and mitigate the effects of all types of hazard and threats. Continue to maintain mutual aid agreements with adjacent cities and reassess coverage areas on a regular basis.

- Policy 6-84: Prioritize capital improvements and maintenance of public facilities such as fire stations, libraries, senior centers, cultural centers, parks, and recreational centers to ensure that they can function as essential service facilities and local assistance centers providing emergency social and medical services in times of distress (cooling and clean air stations, free air filtration mask distribution, food and vaccine distribution, clean water, testing centers, evacuation/disaster shelters, etc.).
- Policy 6-85: Locate critical facilities, such as hospitals and health care facilities, emergency shelters, fire stations, police stations, emergency command centers, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards, except those facilities that provide frontline access, such as fire stations in areas of fire hazard. If critical facilities must be located in hazard zones, require building construction and materials that minimize hazard, safe access for emergency response vehicles, visible street signs, and adequate infrastructure for emergency scenarios, such as flooding, backup power and water supplies.
- Policy 6-88: Continue to offer community training on emergency prevention, preparedness and response as part of the CERT program. Partner with community organizations to target harder-to-reach populations, such as the unhoused or linguistically isolated populations.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU strives to strike a balance between accommodating new development, which provides for housing, employment, and essential services, and the protection against natural and man-made hazards.

- Policy 3-25: Site and design new development to mitigate risk associated with earthquakes, landslides, fire, flooding, and other natural hazards.

c. SSCSP Environmental Quality

The SSCSP Environmental Quality chapter addresses natural and man-made hazards including prevention and remediation measures supportive of federal, state and local regulations.

Hazardous Materials

- Goal 4: Thorough remediation and abatement practices consistent with federal, state, and local standards will minimize exposure to hazardous materials throughout the Planning Area.
- Policy EQ-15: Prevention of Exposure. Require proponents of projects within 100 feet of existing hazardous sites or TAC sources to assess health risks at the location in question as well as potential feasible design-related risk mitigation measures. Require that documentation of assessment be submitted to City staff prior to issuance of development permits.
- Policy EQ-16: Documentation and Remediation. Where release of hazardous materials has been identified, require that documentation of site investigations and any required cleanup activities to be submitted to City staff during the development review process. Remediation

and clean up of any contaminated sites in the Planning Area shall be in accordance with federal and State standards.

d. SSCSP Land Use

Policy LU-45: Compatibility of Industrial Uses. Promote new industrial uses with higher employment densities in industrial areas within the corridor and ensure that such uses are compatible with surrounding land uses and do not negatively impact Loma Alta Creek. Site and building design shall minimize impacts, including but limited to noise, odors, traffic and aesthetics.

4.10.4 Hazardous Materials

4.10.4.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to hazardous materials are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- 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?
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- 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, create a significant hazard to the public or environment?

4.10.4.2 Impact Analysis

Hazardous materials are any substance or combination of substances that may pose a risk to human health and safety or to the environment. Hazardous materials include toxic, corrosive, infectious, flammable, explosive and radioactive materials. Businesses, public or private institutions and private households all use or generate hazardous materials to some extent. Hazardous materials are routinely manufactured, used, stored or transported in nearly every community and therefore the risk of upset or discharge could occur within the City.

a. Routine Use, Transport, and Disposal

The City has no direct authority to regulate the transport of hazardous materials on state highways. This activity is governed by the U.S. DOT, as described in Title 49 of the CFR and by Title 13 of the CCRs. The state Office of Hazardous Materials Safety enforces regulations for the safe transportation of hazardous materials. New development or redevelopment under the GPU and SSCSP could result

in the need to transport hazardous materials to and from specific project sites. Future projects would be required to ascertain appropriate documentation for all hazardous waste that is transported in connection with project site activities and would be provided as required by hazardous materials regulations. Hazardous waste produced on-site would be subject to regulatory requirements associated with accumulation, time limits, proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from a particular site, hazardous waste generators would be required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Specifically, the California Hazardous Materials Management Act requires that businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Emergency Plan, which includes an inventory of hazardous materials stored on-site (above specified quantities), an emergency response plan, and an employee training program.

With respect to construction, activities would involve temporary transport, management, handling, use, and storage of hazardous materials such as diesel fuels, lubricants, petroleum products, paints, solvents, and other typical chemicals required during construction. These activities could potentially expose workers, the public, and/or the environment to hazardous materials. Any potential exposure to hazardous materials would be handled in accordance with current and applicable federal, state, and local laws regarding safe transport, handling, and management. Such laws include the Cal/OSHA program, which would require the enforcement of worker safety standards and requires proper handling and disposal of hazardous materials. Additionally, the DTSC implements the state's hazardous waste management program which ensures local regulatory agencies consistently apply statewide standards when they issue permits, conduct inspections, and engage in enforcement activities.

Additionally, future development would be reviewed for consistency with relevant GPU and SSCSP goals and policies related to hazardous materials. Specifically, SRE Policy 6-63 would ensure that prior to development project sites are investigated for the presence of hazardous materials and/or waste contamination. Supplemental to regulations and GPU policies, projects within the SSCSP Planning Area would comply with SSCSP Environmental Quality Policies EQ-15 and EQ-16 ensuring that future development within 100 feet of existing hazardous sites or TAC sources to assess health risks, and if necessary document of site investigations and any required cleanup activities required.

Overall, compliance with existing regulations and proposed policies relating to the use or disposal of hazardous materials and wastes would ensure a significant hazard to the public or the environment would not occur.

b. Accidental Release

An accidental release of hazardous materials could occur during: (1) the routine use, transport, and disposal of materials during project operation (as discussed above); or (2) through the accidental upset of hazardous materials – either known or unknown – during excavation and construction of future development. Exposure to hazardous materials could occur through contact with contaminated soil or groundwater, skin contact, or the inhalation of vapors or dust.

Accidental releases would most likely occur in commercial and industrial areas. As shown in Figures 3-6, 3-7, and 3-8, and summarized in Table 3-4 the SSCSP proposes increased potential for commercial and industrial uses along the corridors. Future development and redevelopment projects would be required to adhere to applicable federal, state, regional, and local regulations focused on preventing release of hazardous materials. Specifically, any project that proposes a stationary source (business) would be regulated by the CalARP Program. If required, the proposed project would be required to submit an RMP under the CalARP Program. The RMP would be reviewed by HMD to ensure it adequately addresses all necessary information to ensure safe handling and emergency release procedures. Thereafter, RMPs are required to be reviewed and updated every five years.

The MJHMP requires local jurisdictions to develop strategies for the prevention and reduction of hazards from accidental release of hazardous emissions. The City includes Action 9.A.3 of its Local Hazards Mitigation Plan to reduce possible damage from hazardous release. Action 9.A.3 requires the ongoing agreement with San Diego Hazardous Incident Response Team for continued support in emergency situations. Additionally, the City's EOP provides guidance for hazardous materials releases including responsibilities of the OFD to respond, secure, and protect in the event of a hazardous material release situation. Other City branches would activate their emergency operations to support the Fire Department and provide evacuation notices and/or containment of hazardous locations.

All future development throughout the City would be required to adhere to goals and policies within the GPU and SSCSP related to accidental release. These policies require both prevention and remediation of hazardous materials release. SRE Policy 6-65 seeks to prevent accidents involving release of hazardous materials and enhance the City's capacity to respond to such incidents through coordination with federal, state, and local agencies. Also, where hazardous materials have been identified, SSCSP Policy EQ-16 requires documentation of site investigations and any required cleanup activities to be submitted to City staff during the development review process.

Overall, compliance with existing regulations and proposed policies would ensure hazards to the public or the environment resulting from the accident release of hazardous materials would be minimized, and not create a significant hazard.

c. Emissions near a School

Schools are currently located throughout the City and could be located within a one-quarter mile of businesses utilizing, storing, or transporting hazardous materials. Implementation of the GPU and SSCSP would result in an increase in commercial and industrial uses, especially along the City's corridors, in proximity to existing schools.

As discussed above, all businesses which qualify would be required to submit a RMP under the CalARP Program. Each RMP would include the required information necessary to minimize potential release of hazardous materials. Furthermore, the City's EOP provides direction for responding to hazardous release. Therefore, adherence with applicable federal, state, regional, and local plans and regulations, as well as proposed GPU and SSCSP policies, would ensure that accidental releases of hazardous materials or near existing or proposed schools would be minimized. And not create a significant hazard.

d. Hazardous Materials Site

There are a total of 19 hazardous materials sites located throughout the City primarily within the SSCSP Planning Area (see Figure 4.10-1 and Table 4.10-1). Some of these sites are within or in proximity to Areas of Growth. In accordance with federal, state, regional, and local requirements, any new development, or redevelopment that involves contaminated property would necessitate the cleanup and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted at such locations until a "no further action" clearance letter from the responsible agency. Compliance with proposed GPU and SSCSP policies would likewise minimize hazards associated with hazardous material sites. Specifically, SRE Policy 6-63 supports actions to investigate the presence of hazardous materials and/or waste contamination before development. The City also commits to providing the public with information on existing hazardous materials sites and any known releases of hazardous materials in the City (SRE Policy 6-66). Within the SSCSP Planning Area, proponents of future projects within 100 feet of existing hazardous sites or TAC sources would be required to assess health risks at the location in question as well as potential feasible design-related measures to minimize risks (SSCSP Policy EQ-15).

Therefore, adherence to applicable cleanup and/or remediation requirements and regulations, coupled with compliance with City policies and COA would ensure that the project would not create a significant hazard associated with known hazardous materials sites.

4.10.4.3 Significance of Impacts

Adherence with applicable federal, state, regional, and local plans and regulations, as well as compliance with GPU and SSCSP policies would ensure that impacts associated with hazardous materials would be less than significant.

4.10.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.10.5 Airport Hazards

4.10.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to airport hazards are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project:

- Result in a safety hazard or excessive noise for people residing or working in the project area?

4.10.5.2 Impact Analysis

As shown in Figures 4.10-2a and 4.10-2b, the City is located within AIA Review Area 2 of three airports, Oceanside Municipal Airport, MCAS Camp Pendleton Airport, and McClellan-Palomar Airport (see Section 4.10.1.4).

Buildout under the GPU and SSCSP would result in greater residential density which could place additional residential uses within the AIAs. Future development would be required to adhere to the City's Code of Ordinances Chapter 3B as well as each airport ALUCPs which sets forth policies to identify compatibility criteria for land uses within the airports AIAs. As shown in Figure 4.10-2a, portions of the City are located within Oceanside Municipal Airport AIA Review Area 1. AIA Review Area 1 includes six safety zones established for the purpose of evaluating the safety compatibility of land use development: Zone 1 comprises the immediate runway protection zone, Zone 2 the inner approach/departure zone, Zone 3 the inner turning zone, Zone 4 the outer approach/departure zone, Zone 5 the sideline zone, and Zone 6 the traffic pattern zone. Portions of the Areas of Change are specifically within the Outer Approach/Departure Zone (Zone 2), and Traffic Pattern Zone (Zone 6). As shown in Figure 3-1, the two portions of the Areas of Change within Review Area 1 are proposed to support Research and Development (Zone 2) and Neighborhood Commercial (Zone 6).

Oceanside Municipal Airport Safety Compatibility Criteria for Industrial/Research and development and Commercial land use types is summarized in Table 4.10-5. Future development would be required to adhere to identified criteria.

Additional land use compatibility criteria can be reviewed in Table III-2 of the Oceanside Municipal Airport Land Use Compatibility Plan.

Most of the airport compatibility zones that affect the City are within AIA Review Area 2. Generally, there are no development restrictions within Review Area 2 other than height limits, related airspace protection policies, and overflight notification requirements. Within Review Area 2, only the following land use actions require ALUC review:

- Any project which has received a final notice of determination from the FAA that the project will constitute a hazard or obstruction to air navigation, to the extent applicable.
- Any proposed object in a High Terrain Zone or in an area of terrain penetration to airspace surfaces which has a height greater than 35 feet above ground level.
- Any project having the potential to create electrical or visual hazards to aircraft in flight, including: electrical interference with radio communications or navigational signals; lighting which could be mistaken for airport lighting; glare or bright lights (including laser lights) in the eyes of pilots or aircraft using the Airport; certain colors of neon lights – especially red and white – that can interfere with night vision goggles; and impaired visibility near the airport. The local agency should coordinate with the airport operator in making this determination.
- Any project having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of the airport (ALUC 2010).

Table 4.10-5
Safety Compatibility Criteria

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a *project* • *See Policy 3-4.7* for limits on ancillary uses[1]	**CBC Group***	**Safety Zone** 1	2	3	4	5	6	**Criteria for Conditional (yellow) Uses** • Maximum Intensity and *Lot Coverage* limits apply to all Conditional uses [4] • Numbers below refer to zones in which condition specified is applicable • Numbers in yellow cells are *Floor Area Ratios* for indicated uses [4]
Maximum Intensity (People/Gross Acre – sitewide average)[2] Nonresidential development		0	60	100	100	150	No limit	
Intensity with Risk Reduction Policy Objectives (People/Gross Acre – sitewide average) Nonresidential development[3]		n/a	90	200	200	300	No limit	
Maximum *Lot Coverage* (Bldg footprint/site size) Applicable to all conditional development		0%	50%	60%	70%	70%	100%	
Office, Commercial, Service, and Lodging Uses								
Large Eating/Drinking Establishments in free-standing building (capacity ≥300 people) [approx. 60 sf/person]	A2, A-2.1			0.14 0.28	0.14 0.28			3 - 4: *FAR* limits as indicated *See Policy 3.4.5(e)(1)*
Mid-Size Eating/Drinking Establishments in free-standing bldg.. (capacity 50 to 299 people) [approx. 60 sf/person]	A-3		A 0.08	0.14 0.28	0.14 0.28	0.21 0.41		2 - 5: *FAR* limits as indicated *See Policy 3.4.5(e)(2)*
Small Eating/Drinking Establishments in free-standing building (capacity <50 people)	B							2: Building size limited to 3,000 sf *See Policy 3.4.5(e)(3)*
Regional Shopping Centers ≥300,000 sf with mixture of uses that could include eating/drinking establishments [approx. 110 sf/person]	M		A 0.15	0.25 0.51	0.25 0.51	0.38 0.76		2 - 5: *FAR* limits as indicated 2, 5: No room with capacity ≥300 people allowed; auto parking preferred *See Policy 3.4.5(f)(1)*
Community/Neighborhood Shopping Centers <300,000 sf with mixture of uses that could include eating/drinking establishments [approx. 120 sf/person]	M		A 0.17	0.28 0.55	0.28 0.55	0.41 0.83		2 - 5: *FAR* limits as indicated 2: Max. 10% of floor area or 3,000 sf, whichever is less, devoted to eating/drinking uses 2, 5: No room with capacity ≥300 people allowed; auto parking preferred *See Policy 3.4.5(f)(2)*
Retail Stores (stand-alone buildings <25,000 sf) no eating/drinking establishments [approx. 170 sf/person]	M		A 0.23	0.39 0.78	0.39 0.78	0.59 1.17		2 - 5: *FAR* limits as indicated
Low-Intensity or Outdoor-Oriented Retail or Wholesale Trade: furniture, automobiles, heavy equipment, nurseries, lumber yards, boat yards [approx. 250 sf/person]	B, M		0.34 0.52	0.57 1.15	0.57 1.15	0.86 1.72		2 - 5: *FAR* limits as indicated
Low-Hazard Storage: mini-storage, greenhouses	S-2							
Office Buildings: professional services, doctors, financial, civic [approx. 215 sf/ person]	B		0.30 0.44	0.49 0.99	0.49 0.99	0.74 1.48		2 - 5: *FAR* limits as indicated
Misc. Service Uses: car washes, barbers, animal kennels, print shops [approx. 200 sf/person]	B		0.28 0.41					2: *FAR* limits as indicated
Hotels, Motels (except conference/ assembly facilities) [approx. 200 sf/person]	R-1		0.28 0.41	0.46 0.92	0.46 0.92	0.69 1.37		2 - 5: *FAR* limits as indicated
Bed & Breakfast Establishments	R-3							2: Maximum 5 rooms
Industrial, Manufacturing, and Warehouse Uses								
Processing and Storage of Bulk Quantities of Highly Hazardous Materials (tank capacity >10,000 gallons): oil refineries, chemical plants	—							6: Must comply with all federal, state, and local standards; permitting agencies shall evaluate need for special measures to minimize hazards if facility struck by aircraft *See Policy 3.4.6(b)*
Storage or Use of Hazardous (flammable, explosive, corrosive, or toxic) Materials	—							2 - 5: Must comply with all federal, state, and local standards; permitting agencies shall evaluate need for special measures to minimize hazards if facility struck by aircraft *See Policy 3.4.6(b)*
Auto, Aircraft, Marine Repair Services	H-4							

Table 4.10-5
Safety Compatibility Criteria

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a *project* • *See Policy 3-4.7* for limits on ancillary uses[1]	**CBC Group***	**Safety Zone** 1	2	3	4	5	6	**Criteria for Conditional (yellow) Uses** • Maximum Intensity and *Lot Coverage* limits apply to all Conditional uses [4] • Numbers below refer to zones in which condition specified is applicable • Numbers in yellow cells are *Floor Area Ratios* for indicated uses [4]
Maximum Intensity (People/Gross Acre – sitewide average)[2] Nonresidential development		0	60	100	100	150	No limit	
Intensity with Risk Reduction Policy Objectives (People/Gross Acre – sitewide average) Nonresidential development[3]		n/a	90	200	200	300	No limit	
Maximum *Lot Coverage* (Bldg footprint/site size) Applicable to all conditional development		0%	50%	60%	70%	70%	100%	
Manufacturing [300 sf/person]	F-1, 2, H-1, 2, 3, 7		0.41 0.62	0.69 1.38	0.69 1.38	1.03 2.07		2 - 5: *FAR* limits as indicated
Research & Development [300 sf/person]	H-6		0.41 0.62	0.69 1.38	0.69 1.38	1.03 2.07		2 - 5: *FAR* limits as indicated
Industrial Outdoor Storage, except hazardous uses: public works yards, auto wrecking yards	—							1: No habitable structures (e.g., offices); no development in *Object Free Area* **
Warehouses, Distribution Facilities	S-1, 2							
Gas Stations, Repair Garages	S-3							

Land Use Acceptability		Interpretation/Comments
	Compatible	Use is compatible (noise, airspace protection, and/or overflight limitations may apply).
	Conditional	Use is compatible if all listed conditions are met; additionally, the following condition applies to the indicated land uses and safety zones: A This land use is conditionally compatible in Safety Zone 2. The maximum intensity is limited to 60 people per acre, whether or not risk reduction policy objectives are incorporated into buildings. To the maximum extent that the site permits, buildings associated with this use should be situated outside of Safety Zone 2 and the Safety Zone 2 portion should be devoted primarily to automobile parking, circulation, landscaping, or other low-intensity functions.
	Incompatible	Use is not compatible under any circumstances.

SOURCES: San Diego County Regional Airport Authority, December 2009. Prepared by: Ricondo & Associates, Inc., January 2010.
NOTES: sf= square feet.
***CBC* Group**: Refers to building occupancy types established by *California Building Code* (see Appendix D of this document for listing).
****Runway Safety Area*** (RSA), ***Object Free Area*** (*OFA*): Dimensions are as established by *FAA* airport design standards for the runway.

[1]**Ancillary Uses**: Land use types for which a *FAR* limit is listed in this table as a condition for acceptability in a particular safety zone may have up to 10% of the floor space devoted to an ancillary use of another type, even a use with a higher occupancy load factor, provided that the ancillary use is neither:

a) An assembly room having more than 650 occupants; nor
b) A school, day care center, or other risk-sensitive use that is "incompatible" within the safety zone where the primary use is to be located.

[2]**Gross Acreage and Net Acreage**: If an applicant chooses to calculate nonresidential intensity as people per net acre rather than gross acre, a 20% increase in the maximum intensity levels presented in this table is permitted.

[3]**Risk Reduction Policy Objectives**: The goal of risk reduction design features is to ensure safety for building occupants. Buildings that incorporate the special risk reduction policy objectives listed below are allowed maximum usage intensities as shown along the top of this table. A corresponding increase in *FAR* is also allowed.

a) To qualify for the maximum usage intensities described above, an applicant shall demonstrate to the satisfaction of the responsible *local agency* that the building has been designed to minimize risk and increase the safety of building occupants beyond the minimum requirements of the California Building Code. Applicants requesting increased intensity in exchange for risk reduction are to be evaluated against the policy objectives listed below:
   1) Provides increased fire resistance rated construction to prevent or delay fire-induced structural damage;
   2) Provides increased fire protection systems to allow occupants more time to exit the building and to delay the spread of fire to adjacent buildings;
   3) Provides enhanced means for building egress;
   4) Addresses aircraft impact loads in the design of the building's structural systems in order to reduce the potential for structural damage.
b) The *local agency* may substitute comparable risk reduction policy objectives to those specified above, provided that:
   1) the objective(s) meet safe-building objectives defined in *Compatibility Plan* policies; and
   2) the *local agency* and/or a design architect/structural engineer certify that the objective(s) meet *Compatibility Plan* policy objectives.

[4]**Relationship of *FAR* to Maximum Intensity and Lot Coverage Limits**: Maximum allowable *FAR* is indicated for some conditional uses. In those cases, either (1) the maximum *FAR* or (2) the maximum intensity and lot coverage limits apply.

Future development within the airports' AIA would also be required to adhere to proposed GPU policies. SRE Policy 6-71 ensures that land uses surrounding the Oceanside Municipal Airport is compatible with the operation of the airport and restrict development of potentially hazardous obstructions or other hazards to flight.

Project sites that could support new development or redevelopment consistent with the GPU and SSCSP would be subject to development standards and restrictions as set forth in the City's Airport Zoning Ordinance, and regulations stated in the ALUC compatibility zones. Regulatory compliance coupled with GPU policy consistency would ensure that the GPU and SSCSP would not result in any airport related safety hazards.

4.10.5.3 Significance of Impacts

Consistency with federal, state, and local regulations, along with consistency with GPU policies, would require future development to show compatibility with the zoning, ALUCPs, and associated FAA requirements. Impacts would be less than significant.

4.10.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.10.6 Emergency Response Plans

4.10.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to airport hazards are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.10.6.2 Impact Analysis

Buildout of the GPU and SSCSP would result in increased population and job creation throughout the City, primarily within the SSCSP Planning Area. Higher residential density and increased intensity of commercial activity could result in difficulty implementing the City's evacuation and emergency response plans. The City has developed infrastructure-related strategies to aid in efficient and expeditious flow of increased evacuation traffic. Table 4.10-6 summarizes the City's roadway management strategies for evacuation.

Table 4.10-6 Emergency Roadway Management	
Strategy	Description and Outcome
Limited/Unlimited contra flow on highways	Reverse one or more lanes of highway to accommodate an increased flow of traffic in one direction or redirect all lanes of a designated evacuation route to accommodate rapid evacuation.
Limited/unlimited contra flow on unlimited access arterials	Temporarily close inbound travel lanes on selected unlimited access arterials (such as parkways and boulevards) to allow outbound traffic to utilize these lanes during evacuation.
Phased releases as major parking centers	Implement a coordinated release of evacuation traffic from parking facilities that would reduce congestion on evacuation routes, especially in the downtown area. A phased release protocol would be developed for each parking facility, depending on size, location, and other relevant factors.
Closure of inbound lanes	Close inbound lanes on highways utilized for evacuation routes to prevent drivers on these routes from entering the City while evacuation is underway.
Restrict left-turn movements	Minimize left-turn movements along evacuation routes/roads leading to evacuation routes.
Signage	Use variable message board equipment and targeted installation of permanent dynamic message signs on evacuation routes to improve communication and reduce public confusion.
Stage tow trucks	Stage tow trucks at key bottleneck locations along evacuation routes to help detect and clear minor crashes and maintain traffic flow.
Adjust signal timing	Increase the green time and/or progression band for through movements leading out of an evacuation zone.
Signal operation during power outage	Install signal battery backups in case signal operations need to be maintained during a power outage. Consider using channeling devices, static signs, and coning strategies to manage intersection flow during power outage if the signals lack power.
Additional access routes	Identify and communicate with communities that have at least two access points. Prioritize adding additional access to communities which are currently served by only one or two access points.
Bus system	Develop transportation solutions such as the use of a bus system for evacuating individuals with special needs (such as those with mobility limitations).
Traffic control points	Establish traffic control points (i.e., locations along designated evacuation routes with emergency management personnel) to maintain a greater degree of evacuation management. These locations could enhance the efficiency of an evacuation, reduce public confusion, and allow increased operational flexibility during an evacuation.
SOURCE: City of Oceanside Proposed SRE 2024.	

Implementation of the proposed emergency road management strategies would help move increased traffic during a localized or citywide evacuation.

The GPU focuses on the City's ability to equitably evacuate all members of the population. Implementation of proposed SRE goals and policies would help implement programs that protect all vulnerable populations during an emergency event. SRE Goal 6 ensures adequate evacuation

access and emergency response for all residents and visitors. To protect against interference with emergency response plans, future development would be reviewed to ensure that new residential development be served by more than one evacuation route, where feasible (SRE Policy 6-77). Additional policies are proposed to assist in safe and efficient evacuations: protect and improve critical evacuation routes (SRE Policy 6-79); explore potential to create alternative means of evacuation including public transportation (SRE Policy 6-80); and continue and improve use of early warning notification systems (i.e., AlertSanDiego) to notify residents of emergency situations (SRE Policy 6-81).

To further enhance the City's emergency response programs, future development would be designed, constructed, and maintained in accordance with applicable standards associated with the County's MJHMP and the City's Local Hazard Mitigation Plan, including the provision of adequate emergency access and access to evacuation routes. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures.

4.10.6.3 Significance of Impacts

Adherence to applicable emergency planning standards and GPU policies would ensure that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

4.10.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.10.7 Wildfires

4.10.7.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to wildfires are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

4.10.7.2 Impact Analysis

As shown in Figures 4.10-3 and 4.10-4 and detailed in Tables 4.10-2 through 4.10-4, portions of the City are within CAL FIRE's Very High Fire Threat Areas and VHFHSZ as delineated by the state. Placing additional residential land uses adjacent to or within fire hazard areas can result in increased fire related risk to people and structures. While development within these higher risk areas are not precluded, it would require specific fire protection features be included in project designs.

Consistent with the City's Code of Ordinances, future development would be required to adhere to fire prevention regulations as detailed in the California Fire Code, as adopted by the City (Chapter 11,

Article II, Section 11.15, City's adoption of the CFC). Adherence to fire regulations includes adopting safety measures during construction activities, and installation and maintenance of fire preventive and protective features including fire sprinklers and landscape restrictions prior to occupancy.

Future projects would be reviewed for consistency with proposed GPU policies focused on wildland fire prevention and protection. SRE Policies 6-25 and 6-27 support the removal of combustible invasive species and for all development to create fire fuel breaks and fuel buffers. Additionally, future projects encompassing greater than two acres would prepare a project-specific Fire Protection Plan to include an assessment of fire hazard potential, site design and safety measures to minimize fire hazards, ensure adequate access for fire apparatus, and providing evacuation routes (SRE Policy 6-31). Pursuant to SRE Policy 6-28, all new development or redevelopment in the VHFHZ would incorporate fire-resistant building materials and design features consistent with the City's adopted code and the most current versions of CBC and CFC. Management of landscape materials would also help preventor reduce the spread of wildfire. Specifically, SRE Policy 6-30 encourages new development in the VHFHSZ to use fire-retardant, native plant species in landscaping.

All future projects would be designed to minimize potential hazards from wildfire through incorporation of site design features including construction materials, site access and fire apparatus support, Fuel Modification Zones, and water systems. Implementation of these measures would ensure future projects would not result in hazards related to wildfire.

4.10.7.3 Significance of Impacts

While development consistent with the GPU and SSCSP has the potential to increase fire hazards due to increased density and intensity of uses within higher risk fire areas, all development would be subject to state, and local fire safety regulations aimed at fire prevention and response. Additionally, new development and redevelopment would adhere to GPU policies associated with fire safety. Therefore, future development would not expose people or structures, to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

4.10.7.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.10.8 Cumulative Analysis

Future development could result in increased commercial and industrial uses which require the transport, use, and disposal of hazardous materials. New commercial and industrial could also result in an increase in the amount of truck traffic in the area, as well as the number of trucks potentially transporting hazardous materials. Therefore, the project could contribute to a cumulatively significant impact associated with hazardous materials. However, future development and redevelopment would be required to adhere to all relevant federal, state, regional, and local plans, regulations, and proposed GPU policies related to hazardous materials. Specifically, future projects would be required to provide all required information necessary to ensure that the proposed business is minimizing the potential for accidental release of hazardous materials. Similarly, future development and redevelopment would be required to adhere to applicable regulations relating to

clean-up and/or remediation of hazardous materials, emergency access, and airport hazards. Furthermore, future development and redevelopment would be required to adhere to regulations related to wildfire, including the provision of fire prevention and emergency response services that minimize fire risks and protect life and property. Therefore, the project would not contribute to a cumulative impact related to hazards and hazardous materials.

4.11 Hydrology and Water Quality

This section addresses potential project impacts related to biological resources that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

This analysis relies on secondary source information including, but not limited to, watershed, flooding, and hydrological conditions from geographic information systems (GIS) databases. The analysis also considered City programs and plans, and data available from the State Water Resources Control Board (SWRCB) and San Diego Regional Water Quality Control Board (RWQCB).

4.11.1 Existing Conditions

4.11.1.1 Watershed Management Areas

The SWRCB and RWQCB are responsible for protecting California's water resources. California is divided into nine regions, also referred to as basins, based on major watersheds. The City is located within Region 9, San Diego Basin. The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major hydrologic units, 54 hydrologic areas or units, and 147 hydrologic subareas, extending from Laguna Beach southerly to the U.S./Mexico border (Basin Plan; RWQCB 2021). The Basin Plan subdivides the region into watersheds or hydrologic units (HUs), hydrologic areas (HAs), and hydrologic subareas (HSAs). A HU is defined as the entire watershed of one or more major streams. HAs consist of watersheds of major tributaries and/or major groundwater basins within a hydrologic unit. HSAs are major subdivisions of hydrologic areas including both water-bearing and non-water-bearing formations.

As shown in Figure 4.11-1, the City is within three watersheds, also referred to as Watershed Management Areas (WMAs): Santa Margarita, San Luis Rey, and Carlsbad watersheds. The SSCSP Planning Area is within the San Luis Rey and Carlsbad watersheds. As shown in Figure 4.11-1, the Areas of Change are located within all the WMA.

The following provides a brief description of each WMA, including hydrologic data and the beneficial uses and impaired water bodies (water body segments not meeting water quality standards) as defined by the Clean Water Act (CWA) Section 303(d).

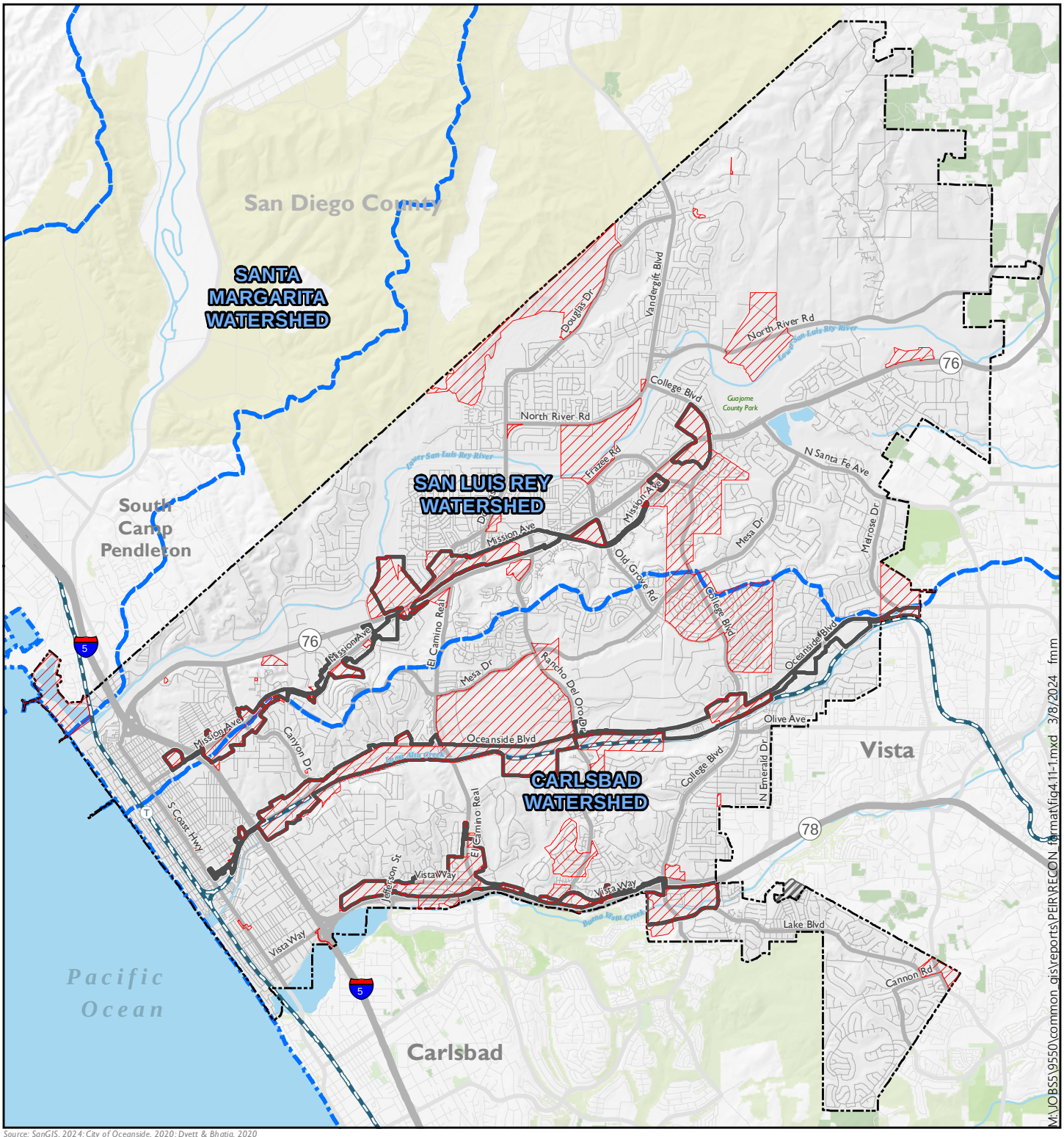


FIGURE 4.11-1
Watersheds

a. Santa Margarita Watershed Management Area

The Santa Margarita WMA encompasses a land area of roughly 750 square miles, of which about 200 square miles, or 27 percent, lies within San Diego County. Only 155 acres of the Ysidora HA (HA 902.1) portion of the Santa Margarita WMA (Santa Margarita River) lies within the northwest corner of the City and is not considered a primary WMA under City regulations nor the City's watershed management and protection programs.

The Ysidora HA contains several water bodies that have been listed as impaired under the CWA Section 303(d). These include the Santa Margarita River Lagoon, which is considered eutrophic, and the lower Santa Margarita River, listed as impaired for enterococcus, coliform bacteria, phosphorus, and nitrogen.

b. San Luis Rey Watershed Management Area

The San Luis Rey WMA encompasses a land area of about 560 square miles throughout the northern portion of the County of San Diego. The Lower San Luis Rey HA (903.1) portion of the San Luis Rey WMA comprises nearly 16,000 acres of the City. Pursuant to the CWA 303(d) list, the Lower San Luis Rey River, which drains into the Pacific Ocean, is listed as impaired for chloride, indicator bacteria, phosphorus, total dissolved solids (TDS), total nitrogen, benthic community effects and toxicity. Additionally, the Pacific Ocean shoreline at the San Luis Rey River outlet in Oceanside is impaired for indicator bacteria and is included as a regulated waterway under the regional Bacterial total maximum daily load (TMDL). Under the TMDL, the Pacific Ocean waters at the river's outlet is subject to additional regulatory requirements to reduce the frequency of public health advisories for bacterial contamination and is a significant driver of watershed management programs implemented by the City.

c. Carlsbad Watershed Management Area

The Carlsbad WMA comprises six distinct HAs covering a land area of 211 square miles. Three HAs including Loma Alta HA (904.1), Buena Vista Creek HA (904.2), and Agua Hedionda HA (904.3) are all within the City. The majority of surface runoff within these HAs drain into the Pacific Ocean. All but the Agua Hedionda HA are listed on the 303(d) list for heightened bacterial levels and concentrations of nutrients, sediment, toxicity, benthic community effects, pesticides and eutrophication. The Agua Hedionda Lagoon, which had previously been listed as impaired, has seen significant improvements in overall water quality over the last few years that inevitably warranted removal from the 303(d) list of impaired water bodies.

4.11.1.2 Groundwater

The City lies within the San Luis Rey Valley Groundwater Basin. Beneficial groundwater uses include municipal and domestic supply, agricultural supply, industrial service supply, water recreation, and the support of freshwater and wildlife habitat (RWQCB 2021). The City utilizes groundwater from the Mission Basin of the San Luis Rey Valley Groundwater Basin. Although the San Luis Rey Valley Groundwater Basin has been designated a medium priority basin under the California Statewide Groundwater Elevation Monitoring program, meaning that the state considers it a priority basin for

monitoring, the Mission Basin is classified as a "Very Low" priority basin, per the California State Department of Water Resources Sustainable Groundwater Management Act (SGMA; see Section 4.11.2.2.d). As such, the Mission Basin is not required to have a Groundwater Sustainability Plan (GSP).

The City's potable water sources are generated from a blend of imported and desalinated seawater from San Diego County Water Authority and local groundwater from the Mission Basin. Local groundwater is pumped from eight City-owned wells within the Mission Basin and treated at the Mission Basin Groundwater Purification Facility, providing approximately 11 percent of the City's water supply. The primary Mission Basin Groundwater Purification Facility treatment process utilizes reverse osmosis membranes to reduce salt concentrations present in the groundwater.

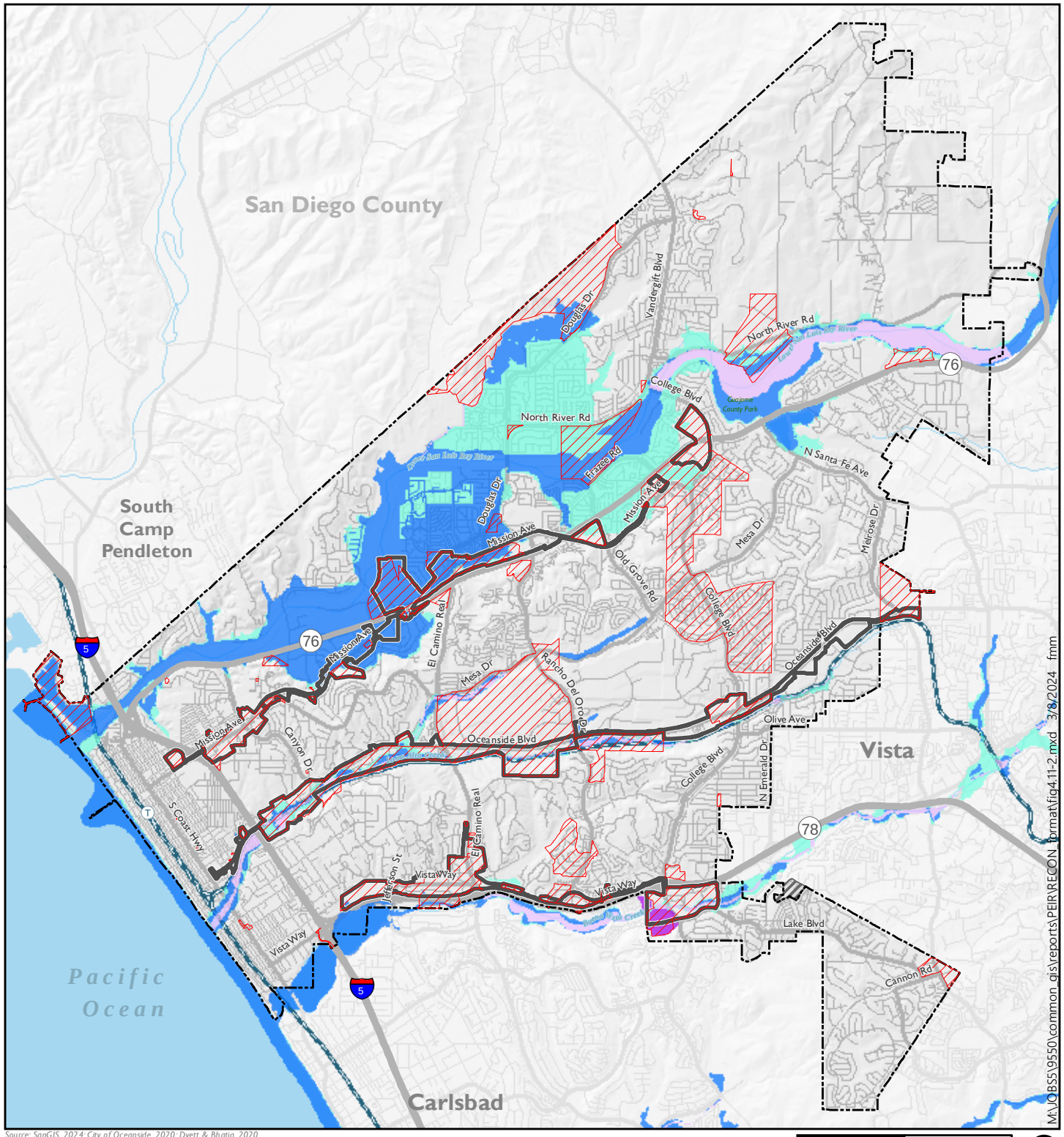
4.11.1.3 Flooding

The City is exposed to two general types of flooding: Riverine and Coastal. Riverine flooding is usually the result of heavy or prolonged rainfall occurring in main creeks and rivers in the city, especially the largest, San Luis Rey River. Portions of the City, including the coastal boundary, are located within Federal Emergency Management Agency (FEMA) floodplains and floodways. Figure 4.11-2 shows the FEMA floodplains/floodways throughout the City and Table 4-11-1 provides a summary of the acreage within each FEMA flood designation.

Table 4.11-1
FEMA Flood Zones

Flood Zones	Acres
500-year Floodplain	1,801.50
100-year Floodplain	2,961.97
Area with Reduced Risk due to Levee	39.77
Floodway	561.84
TOTAL	**5,365.08**
SOURCE: SANGIS 2023.	

As shown in Figure 4.11-2, high hazard (100-year floodway) zones are generally concentrated within the coastal and riverine areas. Major watershed areas connecting the local mountain range to the coastal region, such as the North Valley and San Luis Rey, show several 100-year flood hazard areas. Portions of the Areas of Change are within the FEMA flood areas both citywide and in the SSCSP Planning Area.



City of Oceanside

Sphere of Influence

Oceanside Transportation Center

Rail

FEMA Floodplains and Floodways

500-year Floodplain

100-year Floodplain

Floodway

Area with Reduced Risk Due to Levee

Areas of Change

SSCSP Planning Area

FIGURE 4.11-2
Flood Hazards

4.11.1.4 Tsunami Areas

A tsunami is a series of high-energy waves that radiate outward like pond ripples from an area where a generating event occurs, arriving at shorelines over an extended period. According to the 2023 Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), tsunamis as a hazard are given an "unlikely" probability to occur. However, they are assigned a "medium" overall significance ranking (County of San Diego 2023). The highest risk zones in San Diego County are located within the coastal zone. As shown in Figure 14 of the 2023 MJHMP, the entire City's coastline is designated as a VE Zone, which is defined by FEMA as the coastal area subject to a velocity hazard (wave action). Further, maximum tsunami runup is projected to extend up the San Luis Rey River to the vicinity of the Oceanside Municipal Airport, landward of Coast Highway where this roadway crosses Loma Alta Creek and Buena Vista Lagoon.

4.11.1.5 Dam Failure and Inundation

Dam failures can result in severe flood events. When a dam fails, a large quantity of water is suddenly released with a great potential to cause human casualties, economic loss, lifeline disruption, and environmental damage. A dam failure is usually the result of age, poor design, or structural damage caused by a major event such as an earthquake or flood (County of San Diego 2023). Pursuant to the 2023 MJHMP there have been no reported dam failures in the County of San Diego within the past five years. There are no dams in the City; Lake Henshaw Dam is outside the City, at the southeast base of Mount Palomar, and has the potential to flood several portions of the City as shown in Figure 4.11.3. If the dam was to fail, 4,775 acres of the City could be flooded (City of Oceanside 2021), including 292 acres of the Mission Avenue Corridor in the SSCSP Planning Area.

Portions of the Areas of Change are located within the mapped dam inundation zone.

4.11.1.6 Stormwater Drainage Facilities

The existing drainage system throughout the City is a combination of storm drains, improved channels, and detention basins, which in many areas discharge to natural drainage paths. Many existing projects, as they were mapped and constructed, were required to dedicate portions of the properties to the City as drainage easements or flood water storage easements as a condition of project approval (i.e., development permits, tentative maps).

a. Citywide

The Master Plan of Drainage Update 2013 (see Section 4.11.2.4.c) analyzed existing drainage facilities, 30 inches and larger, based on severity of inadequate pipe segments. Those facilities that overflowed during the 10- and -25 year storm events were upsized to convey the 25- and 100-year flows, and facilities that overflowed during the 100-year storm event were up-sized to convey the maximum 100-year flows. Recommended facility sizes were provided based on hydraulic analysis only. In total, over 40,000 linear feet, or approximately 10 percent of the analyzed storm drain facilities, were identified to have inadequate capacity, and recommended for upsizing.

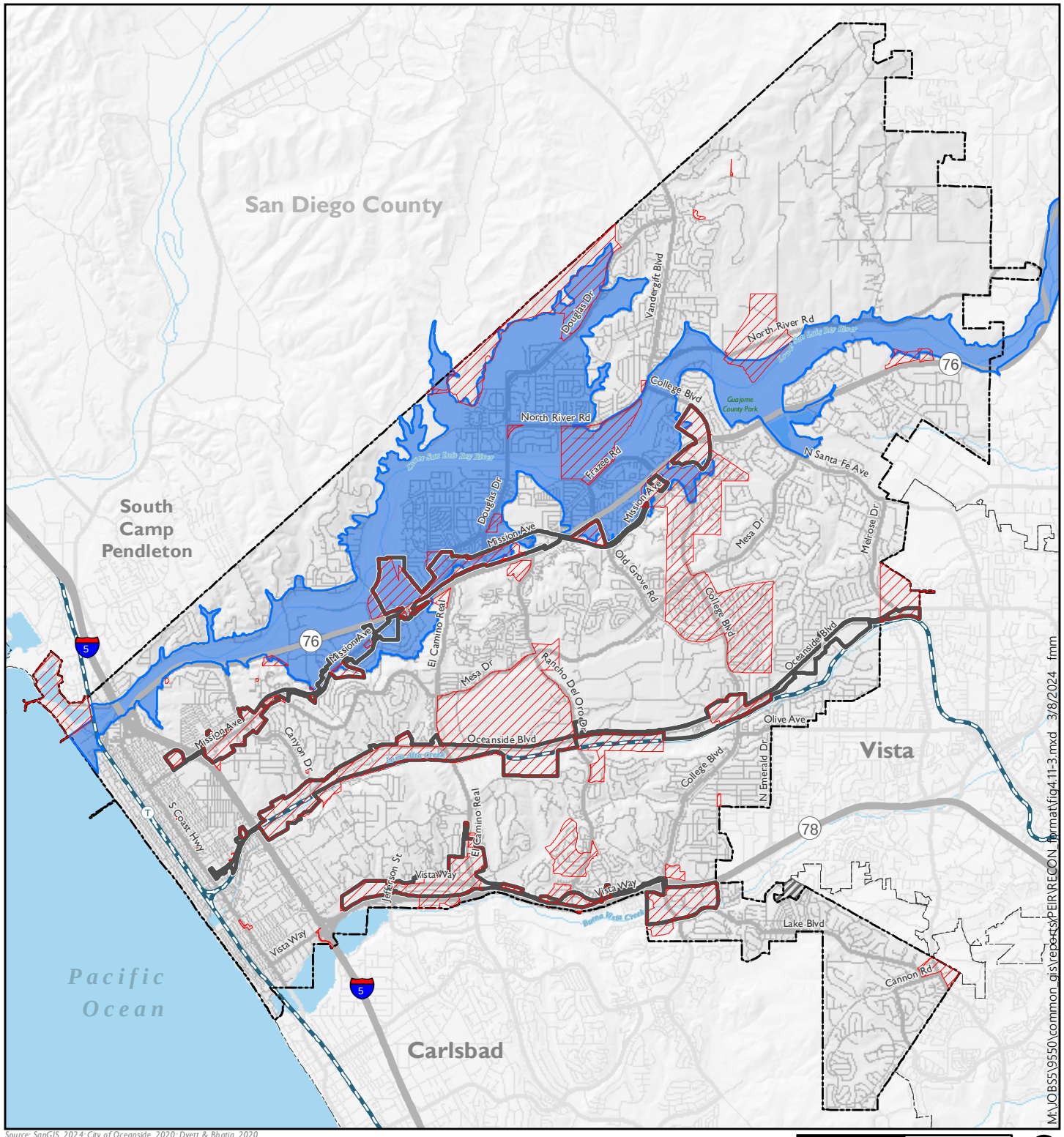


FIGURE 4.11-3
Dam Inundation

b. SSCSP Planning Area

The SSCSP Planning Area roughly follows main drainage routes that convey stormwater runoff to the ocean. The Mission Avenue corridor is adjacent to the San Luis Rey River, Oceanside Boulevard follows Loma Alta Creek, and Vista Way is along Buena Vista Creek.

The Master Plan of Drainage identified storm drains within each corridor with inadequacies to convey either the 10-year, 25-year, or 100-year storm events. All storm drains considered in the model have the capacity to convey the 2-year storm event. Storm drains that cannot convey the 10-year storm event are considered higher priority to facilities that cannot convey the 100-year storm event.

Within the SSCSP Planning Area, multiple storm drain facilities were found to be inadequate. Along the Mission Avenue corridor, inadequate facilities are mostly due to limited capacity for the 100-year storm and are thus considered lower priority. Along Oceanside Boulevard and Vista Way, there are more areas with 25-year and even 10-year inadequate facilities.

4.11.2 Regulatory Setting

4.11.2.1 Federal

a. Clean Water Act

The federal Water Pollution Control Act (CWA) establishes a broad national program for protecting water quality and regulating discharges of waste and pollutants into waters of the United States (Title 33, United States Code, Section 1251 et seq.). It provides authority for the establishment of water quality standards and waste discharge limits for point source discharges (such as those from industrial facilities, sewage treatment plants, and stormwater). The key sections pertaining to water quality regulation are Sections 303, 401, 402, and 404. The act also prohibits discharges of pollutants without a permit or other authorization and allows authorized states to implement provisions of the act in lieu of the U.S. Environmental Protection Agency (U.S. EPA).

Section 303(d)

Under CWA Section 303(d), states are required to identify "impaired water bodies" (those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for development of control plans to improve water quality. The U.S. EPA then approves the state's recommended list of impaired waters, or adds to or removes water bodies from the list. Each RWQCB must update the CWA Section 303(d) list every 2 years, with the most recent update including the 2018 reporting cycle, dated November 2019. The CWA Section 303(d) list identifies priorities for development of pollution control plans for each listed water body and pollutant. The pollution control plans triggered by the CWA Section 303(d) list are called TMDLs. The TMDL is a "pollution budget" designed to restore the health of a polluted body of water and ensure the protection of beneficial uses. The TMDL also contains the target reductions needed to meet water quality standards and allocates those reductions among the pollutant sources in the watershed (point sources, nonpoint sources, and natural sources) (40 Code of Federal Regulations [CFR] 130.2).

Section 401 Water Quality Certification

Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility, which may result in the discharge of any pollutant, must obtain certification from the state. This process is known as the Water Quality Certification.

Section 402 National Pollutant Discharge Elimination System

Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES) permit program to regulate the discharge of pollutants from point sources and discharge pollutants into waters of the United States. In California, the EPA has authorized the SWRCB and its nine RWQCBs to implement the NPDES program and issue permits, develop waste discharge requirements, administer 401 certifications and provide enforcement. The CWA regulation calls for the implementation of best management practices (BMPs) to reduce or prevent the discharge of pollutants from municipal separate storm sewer systems (MS4s) to the Maximum Extent Practicable and meeting the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards for construction stormwater. Regulations and permits have been implemented at the federal, state, and local level to form a comprehensive regulatory framework to serve and protect the quality of the nation's surface water resources.

Section 404

Section 404 of the CWA regulates the discharge of dredged and fill materials into waters of the United States, which include all navigable waters, their tributaries, as well as some wetlands adjacent to the aforementioned waters (33 CFR Part 328.3).

Areas meeting the regulatory definition of waters of the United States are subject to the jurisdiction of the U.S. Army Corps of Engineers under provisions of Section 404. Construction activities involving placement of fill into jurisdictional waters of the United States are regulated by the U.S. Army Corps of Engineers through permit requirements. No U.S. Army Corps of Engineers permit is effective in the absence of the state water quality certification pursuant to Section 401.

b. Federal Emergency Management Agency

FEMA is the primary agency in charge of administering programs and coordinating with communities to establish effective floodplain management standards. FEMA is responsible for delineating areas of flood hazards. It is then the responsibility of state and local agencies to implement FEMA requirements. Projects located within the mapped FEMA floodplains may require a Letter of Map Amendment (LOMA) before development potential.

4.11.2.2 State

a. Porter–Cologne Water Quality Control Act, as amended

The Porter–Cologne Water Quality Control Act was established to protect the water quality and beneficial uses of waters of the State (California Water Code, Division 7, Section 13000 et seq.). The

law gives broad authority to the SWRCB and nine RWQCBs to establish water quality standards and discharge prohibitions, issue waste discharge requirements, and implement provisions of the federal CWA. Under the Porter-Cologne Act, waters of the State include both surface and groundwater. Any entity or person proposing to discharge waste within any region of the state must file a Report of Waste Discharge with the appropriate regional board.

b. National Pollutant Discharge Elimination System Permit Program

In California, the SWRCB and local RWQCBs have assumed the responsibility of implementing the EPA's NPDES program. In addition to its permitting programs, the SWRCB, through its nine RWQCBs, developed Regional Water Quality Control Plans (or Basin Plans) that designate beneficial uses and water quality objectives for California's surface waters and groundwater basins, as mandated by both the CWA and the state's Porter-Cologne Act. Water quality standards are thus established in these Basin Plans and provide the foundation for the regulatory programs implemented by the state.

Additionally, municipalities are required to develop and implement a Jurisdictional Runoff Management Plan (JRMP) to address activities to reduce pollutants in urban runoff and stormwater discharges that were contributing a substantial pollutant load to their systems.

c. State General Construction Stormwater Permit

Stormwater runoff from construction activity that results in soil disturbances of at least 1 acre of total land area (and projects that meet other specific criteria) is governed by the SWRCB under Water Quality Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ), NPDES Permit No. CAS000002. This permit regulates discharges of stormwater and non-stormwater from construction projects. The nine individual RWQCBs enforce the General Construction Stormwater Permit for projects within their region.

It is the construction site owner or landowner's responsibility to obtain coverage under this General Permit prior to commencement of construction activities. To obtain coverage, the operator or owner must file a Notice of Intent with a vicinity map and pay the appropriate fee with the SWRCB. The General Permit outlines the requirements for preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a temporary document created to define and control the handling of stormwater runoff from a construction site. The SWPPP identifies construction BMPs, which are implemented during the construction phase of development. All future projects that would be disturbed by development exceeding one acre would be required to comply with the General Construction Stormwater Permit.

d. Sustainable Groundwater Management Act

The SGMA, enacted in 2014, provides a framework to regulate groundwater. The intent of the law is to strengthen local groundwater management of basins most critical to the state's water needs with an understanding that groundwater is most effectively managed at the local level. SGMA requires basins to be sustainably managed by local public agencies (e.g., counties, cities, and water agencies) who become groundwater sustainability agencies, or GSAs. The primary purpose of the GSAs is to develop and implement a GSP to achieve long-term groundwater sustainability. The act requires

GSPs to be developed for high and medium priority basins. The City utilizes groundwater from the Mission Basin, which is classified as a "Very Low" priority basin. Therefore, consistent with the SGMA, it is not required to have a GSP.

4.11.2.3 Regional

a. Water Quality Control Plan for the San Diego Basin, Region 9 (Basin Plan)

The Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the Basin Plan is designed to accomplish the following:

- Designate beneficial uses for surface and groundwater;
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy;
- Describe implementation programs to protect the beneficial uses of all waters within the region; and
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan also identifies specific narrative and numeric water quality objectives for several physical properties (e.g., temperature, turbidity, and suspended solids), biological constituents (e.g., coliform bacteria), and chemical conditions of concern, including inorganic parameters, trace metals, and organic compounds. Water quality objectives for toxic priority pollutants (i.e., select trace metals and synthetic organic compounds) also are identified in the Basin Plan.

b. Water Quality Improvement Plan for the San Diego River Watershed Management Area

The Water Quality Improvement Plan (WQIP) for the San Diego River watershed is a comprehensive watershed-based program designed to improve surface water quality in the San Diego River WMA. The San Diego River watershed encompasses a land area of 434 square miles, making it the second largest WMA in the County. It lies in the central portion of the County and neighbors Los Peñasquitos and San Dieguito River watersheds to the north and San Diego Bay WMA to the south and includes four hydrologic areas including the Lower San Diego River (907.1). The WQIP is a requirement of updated stormwater regulations adopted by the RWQCB in the Regional MS4 Permit. Agencies involved in the development of the San Diego River WQIP include the cities of El Cajon, La Mesa, Santee, and San Diego, the County, and the California Department of Transportation. The WQIP for the San Diego River WMA identifies highest priority water quality conditions, strategies to address them, and monitoring plans. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them.

c. Municipal Separate Storm Sewer System Permits

The City is one of 18 municipalities in the County of San Diego that is a copermittee currently operating under the NPDES Municipal Stormwater Permit issued on January 24, 2007 (R9-2013-0001, as amended by R9-2015-0001 and R9-2015-0100), which requires that stormwater BMPs be incorporated into the permanent design of public and private development projects. The regionwide NPDES permit (commonly referred to as the Regional MS4 Permit) sets the framework for responsible agencies to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit required development of WQIPs that will allow watershed stakeholders to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

d. Multi-Jurisdictional Hazard Mitigation Plan and Local Hazard Mitigation Plan

The 2023 MJHMP is a countywide plan that identifies risks and ways to minimize damage from different potential hazards. The City has developed a Local Hazard Mitigation Plan (LHMP), included as an annex to the MJHMP, that focuses on potential hazards specific to the City. Dam failure and flooding are included as potential hazard exposures:

- Reduce the possibility of damage and losses to life, property, and the environment, particularly critical facilities or infrastructure and City of Oceanside owned facilities, due to flooding and sea level rise (Goal 6).

To meet this goal, the City has developed broad objectives intended to assist in the implementation of Goal 6, and for each of these objectives, specific actions were developed that would assist in their implementation.

- Objective 6.A: Protect existing assets with the highest relative vulnerability to the effects of floods within the 100-year floodplain and sea level rise.
  - Action 6.A.2 Identify federal and state programs which provide financial assistance to help attract funds for flood mitigation projects and programs.
  - Action 6.A.3 Continue to participate in the National Flood Insurance Program (NFIP) and requirement to review applications for conformance with NFIP standards.

4.11.2.4 Local

a. City of Oceanside Jurisdictional Runoff Management Program

The City's JRMP is the City's approach to prevent polluted stormwater and other waste from entering its storm drain system and to protect the beneficial uses of receiving waters within its jurisdiction. The JRMP document presents an integrated programmatic approach to reduce the discharge of pollutants from the City's storm drain system to the Maximum Extent Practicable, effectively prohibit non-storm water discharges, and protect and improve the quality of waterbodies within the City (City of Oceanside 2022a:ES-2). The JRMP is an implementation framework of watershed management strategies that integrates with the Carlsbad and San Luis Rey WQIPs to which the City is a responsible agency. It also serves as a regulatory compliance tool to satisfy the requirements of the San Diego

Regional Phase 1 Municipal Stormwater Permit and establish the City's legal authority to control and prevent the discharge of pollutants in stormwater through its local ordinance.

b. Water Quality Improvement Plans

Under the San Diego Regional Phase 1 Municipal Stormwater Permit, the WQIPs are required to be developed to guide the co-permittees' JRMPs towards achieving improved water quality in stormwater discharges and receiving waters. The WQIPs further the CWA's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of waters of the State. The requirement sets forth a collaborative and adaptive planning and management process that identifies the highest priority water quality conditions within a watershed management area and implements strategies identified in the JRMPs. These strategies are used to improve the quality of stormwater discharges that will, in turn, improve water quality in receiving waterbodies. The WQIPs include overarching watershed management strategies, including both local initiatives and regional collaborative projects, that strive to restore beneficial uses and enhance, restore and protect water resources. The City has collaborated in the development of WQIPs for the Carlsbad and San Luis Rey WMAs.

c. Master Plan of Drainage

Since the City's Master Plan of Drainage was updated in 2013, various developments have affected storm runoff flow patterns, and new drainage facilities have been added to the City's storm drainage system. The Master Plan details the hydrologic conditions of the City and hydraulic capacity of the storm drain system to convey design storm events (2-year, 10-year, 25-year, and 100-year storms). The objectives of the Master Plan are to map drainage facilities, and then identify deficiencies and recommended upgrades which could be constructed as future development occurs. See Section 4.11.1.6 which summarizes stormwater drainage deficiencies throughout the City and the SSCSP Planning Area as detailed in the Master Plan.

d. Watershed Protection Program

The Watershed Protection Program (a component of Green Oceanside) monitors and enforces compliance with the NPDES Permits and actively investigates reports of landscape irrigation runoff, illegal dumping, and other violations. The program ensures that new development meets stormwater treatment and flow control standards promulgated by the San Diego RWQCB and that construction activities adhere to BMPs for reducing pollutants in stormwater runoff.

e. Oceanside Storm Water Management

Best Management Practices for Development

All development and redevelopment projects are obligated to comply with federal, state, and local stormwater regulations during the planning, construction, and post-construction phases of development. Projects entering the construction phase of development are regulated under City grading and erosion control ordinances, and, dependent on acreage, the SWRCB under the Construction General Stormwater Permit (Order 2009-0009-DWQ and any amendments or

reissuances thereto). The City is responsible for local administration and enforcement of stormwater management requirements throughout the development planning and construction stages for each project. To ensure that new and redevelopment complies with City ordinances and the San Diego Phase 1 Municipal Stormwater Permit, the City has developed a BMP Design Manual which addresses on-site post construction storm water requirements for Standard Projects and Priority Development Projects (PDPs).The BMP Design Manual provides guidance and procedures for planning, design, selection, and construction of permanent post-construction stormwater BMPs. Based on a site-specific analysis of a proposed new or redevelopment project, permanent post-construction structural/treatment control BMPs may be required to ensure that a project controls the discharge of pollutants in stormwater to the Maximum Extent Practicable and reduces the volume and flow rate of runoff due to increases in impervious surfaces (City of Oceanside 2022b).

Storm Water Quality Assessment

Prior to project submittal all development and redevelopment projects applying for discretionary or administrative permits are subject to a formal Storm Water Quality Assessment (SWQA) determination. The objective of the SWQA is to ensure that all new and redevelopment projects receive a consistent and thorough initial review, with the purpose of categorizing projects, determining applicable Storm Water Quality Management Plan (SWQMP) requirements, and serving as a mechanism for recordkeeping of approved projects. The SWQA determination also demonstrates to the RWQCB that each project receives a consistent review and enables the City to document project categorization and satisfy the MS4 Permit requirements. The SWQA is an integral part of the City BMP Design Manual.

Operation and Maintenance Plan

The San Diego Regional Phase 1 Municipal Stormwater Permit requires the City to annually verify that all permanent post-construction BMPs (such as structural/treatment control BMPs and flow-control facilities) are correctly installed and adequately maintained. Implementation of a long-term Operation and Maintenance Plan (O&M) is required as part of the final engineering phase of any project within the City that qualifies as a PDP through the SWQA and BMP Design Manual process.

Engineers Design and Processing Manual

The City Engineering Design Manual serves to establish procedures and minimum standards for various plans and documents submitted to and processed by the Engineering Department. The standards presented in the manual govern the processing of subdivision maps and related documents as well as public and private improvement and grading plans. The Manual specifically addresses the standards for preparation of Erosion Control Plans.

Storm Water Facilities Maintenance Agreement

The City Standard Storm Water Facilities Maintenance Agreement with Access Rights and Covenants (SWFMA) is a recorded agreement for the maintenance and repair of storm water management facilities (i.e. permanent post-construction BMPs), entered into between the owner and the City. The SWFMA is the final step to ensure ongoing storm water management.

f. City of Oceanside Code of Ordinances

Chapter 40 Urban Runoff Management and Discharge Control Ordinance

The overall intent of this ordinance is to protect water resources and to improve water quality. Specifically, the ordinance promotes:

- Prohibiting polluted or non-storm water discharges from entering the storm water conveyance system;
- Establishing minimum requirements for urban runoff management, including source control requirements, to prevent and reduce pollution;
- Establishing requirements for development project site design, to reduce urban runoff pollution and erosion;
- Establishing requirements for the management of flows from development projects, both to prevent erosion and to protect and enhance existing water-dependent habitats;
- Establishing standards for the use of off-site facilities for urban runoff management to supplement on-site practices at new development sites; and
- Establishing notice procedures and standards for adjusting urban runoff management requirements where necessary.

The Urban Management and Discharge Control Ordinance includes compliance with 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.

Chapter 32C Public Facility Fee Requirements

The Code of Ordinances includes provisions for the assessment of public facility fees as a condition of issuing building permits. The public facility fees regulate community growth and ensure that new development pay impact fees for new public facilities.

Article IX Floodplain Management Regulations

The purpose of this article is to protect against damage and loss associated with flood conditions. Specifically, development within flood prone areas are subject to floodplain management regulations to provide standards for preventing and reducing flood loss and damage. Identified Special Flood Hazard Areas (SFHA) are those having special flood, mudslide, mudflow or flood-related erosion hazards, and shown on an flood boundary and floodway maps prepared by FEMA. As applicable, City regulations mandate all Letter of Map Revisions required for flood control projects are to be approved by FEMA prior to the issuance of building permits.

4.11.3 Proposed GPU and SSCSP Policies

4.11.3.1 Policy Framework

The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Vital and Sustainable Resources Element (VSR)

The VSR addresses surface water and groundwater quality in terms of federal, state, and local regulations. The VSR includes a policy framework promoting consistency with regulations and standards set forth in water quality plans and programs. Additional goals and policies development to comply with stormwater management and pollution prevention.

- Goal 5-C: In conjunction with new development and capital improvement projects, degraded habitat will be restored to support native and sensitive wildlife and improve soil stability, flood control, water quality, and groundwater recharge.
- Goal 5-F: Natural areas and the native and sensitive wildlife they support will contribute to soil health, air quality, water quality, groundwater recharge, carbon sequestration, and natural hazard mitigation.
- Goal 5-G: Consistent with applicable federal and state regulations and the Water Quality Objectives set forth in the San Diego Basin Plan to protect water body Beneficial Uses, the City will maintain water quality in rivers, streams, creeks, lakes, and groundwater to support public use and a healthy environment for current and future generations.
- Policy 5-39: Promoting the use of Low Impact Development (LID) strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system. Continue implementing LID regulatory requirements as set forth under Municipal Stormwater NPDES permits adopted by the San Diego RWQCB and codified under City Municipal Code.
- Policy 5-40: Ensure that stormwater discharge from existing and new development complies with regulations established by the San Diego RWQCB and the State Water Resources Control Board (SWRCB).
- Policy 5-42: Design stormwater conveyance and treatment systems to maximize pollutant source control and removal to meet the Maximum Extent Practicable regulatory standard.
- Policy 5-75: Promote best management practices (BMPs) that minimize soil erosion, including soil stabilization and sediment control measures outlined in the City's Grading Regulations Manual, BMP Design Manual, and Landscape Development Manual.

b. GPU Safe and Resilient Environment Element (SRE)

The SRE addresses the City's potential risks from natural and man-made hazards, including flooding. The SRE includes a policy framework focusing on reducing flood hazard potential especially along the City's major waterways and coastal areas. The following goals and policies are examples of the

broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

- Policy 6-1: Balance the use of waterways and floodplains for multiple purposes, with emphasis on public safety and environmental protection. Potentially appropriate uses in the floodplains include:
  - Flood control
  - Groundwater recharge
  - Open space
  - Natural habitat
  - Nature study
  - Pedestrian, equestrian, and bicycle activity
  - Passive and active recreational activity
- Policy 6-3: Update development standards to require flood-resilient design on properties subject to significant flood risk.
- Policy 6-7: Ensure that new construction and major improvements to existing structures within flood zones are in compliance with federal requirements, in part to ensure ongoing participation in the National Flood Insurance Program (NFIP).
- Policy 6-8: Prohibit development in FEMA-delineated floodways; ensure that all new development in floodplains is elevated at least one foot above base flood elevation.
- Policy 6-19: For new development in the tsunami evacuation zone, require use of low impact engineering techniques, such as elevating structures above projected water levels, to mitigate impacts to people and property.
- Policy 6-39: Ensure that the siting, design, engineering, and construction of new development minimizes the potential for erosion.
- Policy 6-42: Continue to enforce ordinances for grading, erosion control, and sediment management, including the provisions of the urban runoff and discharge control ordinance.

c. SCCSP Environmental Quality

The Environmental Quality chapter of the SSCSP provides policy direction to avoid risks from hydrologic hazards throughout the SSCSP Planning Areas, providing a framework for new development to avoid risks pertaining to flooding, drainage and stormwater runoff.

- Policy EQ-16: 100-Year Flood Zones. Ensure that new projects located in Special Flood Hazard Area (SFHA) on parcels inundated by the 100-year floodplain are designed to reduce flood risk in compliance with the City's required Floodplain Plan Review.
- Policy EQ-19: Green Stormwater Infrastructure. In concert with the City's water quality standards and Jurisdictional Runoff Management Program, require new development in the Planning Area to implement green stormwater infrastructure projects, such as rain gardens and detention bioswales to support water quality, reduce stormwater runoff, and enhance

natural habitat in the Planning Area. For new development, ensure that post-development runoff rates do not exceed predevelopment rates.

- Policy EQ-20: Roadway Bioswales. In addition to maximizing tree canopy, install vegetated bioswales to capture and treat stormwater in existing and new roadway medians and parkway strips along Oceanside Boulevard, Vista Way, and Mission Avenue.
- Policy EQ-21: Pervious Surfaces. Minimize impervious surfaces and use pervious pavements where possible, retaining and increasing pervious surfaces such as landscaped areas, crushed aggregate, turf block, unit pavers, pervious concrete, or pervious asphalt. New parking lots and non-primary access road paving areas are required to be surfaced with permeable paving to encourage stormwater infiltration, and should disperse runoff from roofs, rainwater catchment system overflow, or pavement to vegetated areas where possible.
- Policy EQ-23: Trash Reduction in Waterways. Keep trash from reaching waterways by requiring new development to provide regular and convenient trash, recycling, compost, and cigarette butt disposal receptacles, as appropriate, as well as signage promoting proper waste disposal. Install trash screens in all stormwater inlets. During construction, require that developers take steps to ensure that trash and debris from construction does not reach waterways.

d. SSCSP Infrastructure and Utilities

The Infrastructure and Utilities chapter of the SSCSP provides policy direction for water quality related to storm water planning.

- Goal 7: Stormwater infrastructure will be reliable and be of adequate capacity to serve existing and future developments within the Planning Area.
- Policy I-12: Streetscape Improvements. Design new streetscape and landscaped areas in the public right-of-way for stormwater management and the efficient use of water through:
    - The installation of low-maintenance, drought-resistant plant palettes;
    - Use of low-flow irrigation systems; and
    - Use of bioswales and rain gardens in planting areas, curb extensions, and other green infrastructure to help manage stormwater flow.

e. SSCSP Urban Design

The Urban Design chapter of the SSCSP provides design guidelines and policy direction for reduction of stormwater runoff.

- Policy UD-10: Reduce Asphalt and Non-Permeable Surfaces. Reduce the amount of asphalt on commercial surface parking lots by requiring that there be no net increase of impermeable parking area for redeveloped parcels, and by promoting incorporation of larger planting areas, permeable paving, and natural stormwater retention basins or bioswales, in line with low impact development standards.

f. SSCSP Land Use

The Land Use chapter of the SSCSP provides design guidelines and policy direction for reduction of stormwater runoff and pollution.

- Policy LU-46: Promote new industrial uses with higher employment densities in industrial areas within the corridor and ensure that such uses are compatible with surrounding land uses and do not negatively impact Loma Alta Creek. Site and building design shall minimize impacts, including but not limited to noise, odors, traffic and aesthetics.

4.11.4 Water Quality Standards

4.11.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to water quality standards are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

4.11.4.2 Impact Analysis

Implementation of the project would result in the construction of new impervious surfaces throughout the City and specifically within the SSCSP Planning Area, including building roofs, driveways, streets, concrete sidewalks and walkways, parking areas, and other site-specific improvements. All runoff generated in the City flows through the WMAs to the Pacific Ocean, which is an impaired water body. The increase in impervious areas could lead to increased flows of stormwater runoff that could negatively affect water quality in downstream waterbodies during both construction and operation of the project.

a. Construction-Related Water Quality Impacts

Future construction would involve grading, paving, utility installation, building construction, and landscaping installation, which could result in the generation of pollutants such as silt, debris, chemicals, and paints, all with the potential to affect water quality. Future construction activity greater than one acre would require coverage under the NPDES General Construction Permit (GCP). The GCP requires preparation and implementation of a SWPPP identifying site specific temporary BMPs that could control the handling of stormwater runoff from a construction site. Additionally, activity would be monitored by the City's Watershed Protection and Stormwater Management Programs which authorize enforcement of stormwater management requirements throughout the development planning and construction stages for all projects. Likewise, future development would be reviewed for compliance with proposed GPU and SSCSP policies which further support compliance with RWQCB and SWRCB regulations relating to avoiding construction-related water quality impacts (VSR Policy 5-45). Within the SSCSP Planning Area, compliance with SSCSP Policy EQ-23 provides direction for developers to take steps to ensure that trash and debris from

construction does not reach waterways. Project conformance with existing regulations, along with the proposed GPU and SSCSP framework, would ensure that development projects would not violate water quality standards during construction activities.

b. Post-Development Water Quality Impacts

Storm water pollutants commonly associated with the long-term operations of land uses proposed by the project include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. Specifically, residential, commercial and industrial uses, could increase urban runoff containing oil, grease, metals, pathogens, TDS, sediments, or toxic chemicals. Also, agricultural operations (in the South Moro Hills area), have the potential to contribute pollutants such as fertilizers, herbicides, insecticides, or bacteria into surface water bodies. Increased development potential could include increased pervious surfaces that would result in great stormwater runoff.

The City's Urban Runoff Management and Discharge Control Ordinance requires future development to comply with current and applicable RWQCB discharge permits and establishes regulations for development projects to include site design measures to reduce runoff pollution, including source control BMPs, and stormwater flow management. Consistent with the City's stormwater management programs, all future development and redevelopment projects are subject to SWQA determination which requires a standard showing of consistency with all state and federal requirements. Additionally, City permit regulations make it necessary for projects to demonstrate compliance with SWQMP requirements prior to project approval.

All future development and redevelopment identified as Standard Development Projects or Priority Development Projects would be required to include requisite levels of permanent source control BMPs and Low Impact Development (LID) design features intended to provide stormwater flow control and reduce stormwater runoff. This requirement is further supported by proposed GPU and SSCSP policies including VSR Policy 5-44 (promoting the use of LID strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff before it reaches the municipal stormwater system), and VSR Policy 5-47 (design stormwater conveyance and treatment systems to maximize pollutant source control). Likewise, development within the SSCSP Planning Area would be reviewed for policy consistency including conformance with SSCSP Policy EQ-21 (minimize impervious surfaces). Future projects would also be required to implement Stormwater Mitigation Plans with adequate long term treatment facilities such as infiltration or biofiltration, as well as means for trash reduction.

Future projects would be required to adhere to relevant plans and programs, including the City requirements for preparation of project specific construction SWPPs and long term SWQMP. The additional implementation of applicable policies would ensure that future development would not violate any water quality standards or degrade surface or ground water quality during construction or in the long term.

4.11.4.3 Significance of Impacts

While future development throughout the City has the potential to increase pollutants discharged into surface waters, all future development, whether discretionary or by right, would be subject to federal, state, and local regulations aimed at controlling water quality impacts. Additionally, policy compliance with proposed GPU and SSCSP policies would ensure impacts to water quality would be less than significant.

4.11.4.4 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

4.11.5 Groundwater Supplies

4.11.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to groundwater supplies are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

4.11.5.2 Impact Analysis

Development consistent with the proposed GPU and SSCSP would result in redevelopment of existing underutilized sites and new development of vacant sites with higher density residential and/or greater intensity of uses. Future development would increase the amount of impervious surfaces throughout the City, which could reduce the amount of rainwater able to infiltrate the soil resulting in the incremental reduction of groundwater recharge rates over time. This, in turn, could affect that portion of the City's water supply which relies on groundwater.

The City promotes a healthy water table by coordinating with other agencies that oversee groundwater sustainability, and furthering local efforts to maintain the groundwater recharge process primarily through maintaining the floodplains, limiting impermeable surfaces, and by collecting runoff in detention basins and swales (City of Oceanside 2023). The GPU contains goals focused on the maintenance of groundwater recharge and the vital health of groundwater resources. Specifically, VSR Goals 5-C, 5-F, and 5-G promote the maintenance and improvement of groundwater recharge.

Overall, implementing GPU goals, and adherence to relevant plans and programs would ensure that future development would not obstruct groundwater recharge or impede the sustainability of the City's groundwater basin.

4.11.5.3 Significance of Impacts

While future development throughout the City could decrease groundwater recharge, all future development would be subject to applicable regulations focused on the sustainability of the groundwater basin. Additionally, compliance with the proposed GPU and SSCSP would ensure impacts to groundwater recharge would be less than significant.

4.11.5.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

4.11.6 Drainage Patterns

4.11.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to drainage patterns are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:
    - Result in substantial erosion or siltation on- or off-site;
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
    - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    - Impede or redirect flood flows?

4.11.6.2 Impact Analysis

a. Erosion or Siltation/ Increase Surface Runoff

Development consistent with the GPU and SSCSP could alter drainage patterns resulting in increased volume and/or velocity of runoff which in turn could increase erosion and siltation in surface waters.

Future grading, excavation, and construction activities could increase the potential for erosion and siltation. All future development would be required to conform with the City's Urban Runoff Management and Discharge Control Ordinance which requires preparation of project-specific Erosion Control Plans designed to minimize the accelerated erosion and sediment runoff at a site during construction activities. The City's Engineering Design and Processing Manual provides specific requirements to ensure erosion control measures are consistent with JRMP objectives. Consistent with the Engineering Design and Processing Manual, future projects would be required to submit hydrology and hydraulic calculations with all erosion control plans to qualify avoidance of changes to drainage velocities during both construction and post-construction/operational phases of

development. Code of Ordinances Section 40.2.6 further requires post-construction BMPs to ensure that pollutants and runoff from the development will be reduced to the maximum extent possible. Post-construction BMPs would be designed to retain volume and velocity of stormwater to ensure that runoff flows leaving future development sites would not carry substantial amounts of sediment to downstream waters.

Consistent with the NPDES GCP, all new projects must determine the potential changes in onsite runoff due to increases in impervious surfaces and/or drainage area alterations, then install and manage BMPs that regulate off-site discharges to mimic pre-project conditions (City of Oceanside 2021). Implementation of applicable stormwater BMPs and erosion control measures would be required to keep flows on-site and minimize the velocity of stormwater runoff. Such BMPs could include on-site drainage swales, bioretention features, use of permeable pavers in parking areas and streets, or infiltration basins which also serve as a means for pollutant removal. As discussed above, future projects, whether discretionary or ministerial, would be required to submit SWQMPs that include LID strategies and design measures to treat polluted runoff prior to entering the public storm drain system. These project specific studies would ensure that volume-based treatment LID BMPs are properly sized to infiltrate, filter, or treat the remaining portion of the runoff volume that was not retained or treated by other BMPs to maintain flow volume and velocity.

VSR Policy 5-83 supports the promotion of BMPs that minimize soil erosion, including soil stabilization and sediment control measures outlined in the City's Grading Regulations Manual, BMP Design Manual, and Landscape Development Manual. Additional erosion control related policies are found in the SRE. SRE Policy 6-44 promotes siting, design, engineering, and construction of new development minimizes the potential for erosion; SRE Policy 6-48 supports the enforcement of City ordinances for grading, erosion control, and sediment management, including the provisions of the urban runoff and discharge control ordinance.

Overall, consistency with federal, state, and local regulations, along with policy compliance, would maintain drainage patterns and protect soil erosion that could result from increased stormwater runoff.

b. Exceed Capacity of Stormwater System

Generally, drainage facilities including storm drains, culverts, inlets, channels, curbs, roads, or other such structures are designed to prevent flooding by collecting storm water runoff and directing flows to either the natural drainage course and/or away from urban development. Future development consistent with the GPU and SSCSP would contribute additional runoff to the existing stormwater drainage system through the allowance of greater density and intensity of uses. If drainage facilities are not adequately designed, built, or maintained, new runoff could exceed the capacity of the existing storm water system. As discussed under Section 4.11.6.2.a, future projects that result in the development of new impervious surfaces would adhere to state and local regulations, and GPU and SSCSP policies, to ensure that runoff volumes and velocity of storm water runoff would not increase. Likewise, future development would be required to comply with project specific SWPPPs, which would identify BMPs to be incorporated into development plans to ensure that near-term construction activities would not result in substantial amounts of polluted runoff. Future development would also be reviewed for compliance with GPU policies including VSR Policy 5-44

(promoting the use of LID strategies, BMPs, pervious paving materials, and on-site infiltration for treating and reducing stormwater runoff).

The City strives to maintain existing public facilities to meet current and future demands. Future projects would be required to adhere to the Public Facility Fee Requirements to ensure adequate stormwater facilities are available to support individually proposed projects. With specific focus on the SSCSP Planning Area, SSCSP Infrastructure and Utilities Goal 7 commits to stormwater infrastructure being reliable and of adequate capacity to serve existing and future developments within the SSCSP Planning Area.

Through regulatory and policy compliance, coupled with payment of the Public Facility Fee assessed for both discretionary and by-right projects, future projects would not exceed the capacity of existing or planned stormwater drainage facilities, nor substantial additional sources of polluted runoff.

c. Flood Flows

Future development consistent with the project could increase volumes of stormwater runoff resulting in the impediment or redirection of flood flows. As described in Sections 4.11.6.2.a and 4.11.6.2.b, future development would be required to adhere to regional and local plans, programs and regulations relating to storm water runoff and volume flow. All future development would include BMPs to manage polluted runoff and minimize flow volume and velocity. Future development, especially within the SSCSP Planning Area, would also be reviewed for adherence to SSCSP focused on avoiding increases in stormwater flows. For example, SSCSP Policy EQ-19 requires new development to ensure that post-development runoff rates do not exceed predevelopment rates. Also, SSCSP Policy UD-11 focuses on the reduction of impervious surfaces as a means to reduce stormwater velocity.

4.11.6.3 Significance of Impacts

While future development throughout the City has the potential to alter drainage patterns or increase stormwater runoff resulting in increased erosion, and otherwise impact the existing drainage system, all future development would be subject to federal, state, and local regulations aimed at reducing polluted stormwater and avoiding overloading the City's drainage system. Both ministerial and discretionary development would be required to adhere to regulatory requirements including the City's JRMP and Code of Ordinances which includes requirements for the elimination or reduction of stormwater runoff. Additionally, policy compliance with the proposed GPU and SSCSP, would ensure impacts associated with drainage patterns and stormwater runoff would be less than significant.

4.11.6.4 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

4.11.7 Flood Hazard

4.11.7.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to flood hazards are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project, in a flood hazard, tsunami, or seiche zones:

- Risk release of pollutants due to project inundation?

4.11.7.2 Impact Analysis

a. FEMA Flood Areas

As shown in Figure 4.11-2, portions of the City, including those within the Areas of Change, are located within or partially within flood hazard areas. As shown, most flood areas are within the SSCSP Planning Area, especially within the Oceanside Boulevard Corridor along the Loma Alta Creek. Any area that lies within the FEMA-designated 100-year floodplain is designated as high risk. Through its LHMP, the City has prepared action items to assist in preparing for flood hazards including participation in federal and state programs and conformance with NFIP standards. Future development within these areas, as well as the rest of the City, would be required to comply with FEMA requirements and Code of Ordinances Article IX, which requires flood safe measures be included in development plans. The City's Master Drainage Plan proposes facility improvements to provide additional protection from a 100-year storm event, including new culverts and other infrastructure, and the City requires that all development projects on parcels that lie within a FEMA-designated 100-year zone undergo a Floodplain Plan Review.

The GPU envisions the multi-use of floodplains to encompass both flood control and recreational activity. Proposed policies provide guidance to future development to explore shared buffers for flood management and pedestrian/bicycle use.

The proposed SSCSP envisions pedestrian and bicycle trails with access to Buena Vista Creek within the Vista Way corridor and to the San Luis Rey River Trail within the Mission Avenue corridor. Trails, greenway connections, and pedestrian pathways are shown on Figure 3-8 (Mission Avenue) and Figure 3-10 (Vista Way). Chapter 4 of the SSCSP, Urban Design and the Public Realm, provides policy guidance for flood control options that would be implemented by future development within the flood zones adjacent to the proposed trails.

Additionally, future projects within designated flood zones would be required to comply with flood resilient designs, including elevated building pads, and/or other compliance measures as specified by FEMA and could be required to secure a LOMA prior to development permits to demonstrate that proposed structures would be located outside of a 100-year flood hazard area. Similar requirements would be implemented through proposed GPU and SSCSP goals and policies focused on impacts associated with flooding. Relevant proposed policies are summarized below.

All development would be required to adhere to the City GPU and SSCSP policies including the assurance that potential flood damage would be minimized. Therefore, adherence to FEMA processes and Code of Ordinances requirements for flood safe measures, and GPU policies would ensure that future development would not be subject to flooding and therefore, pollutants would not be released due to project inundation.

b. Dam Inundation

As shown in Figure 4.11-3, the project is within the Dam Inundation Zone associated with the Lake Henshaw Dam. On-site flooding could occur because of nearby dam failure. Dams typically fail due to overtopping by reservoir water during heavy rainfall episodes, structural damage, and earthquake-related hazards. If an area lies within a dam inundation zone, it is considered at high risk. A dam is characterized as high hazard if it stores more than 1,000 acre-feet of water, is higher than 150 feet tall, has potential for downstream property damage, and potential for downstream evacuation (County of San Diego 2023). Lake Henshaw capacity is 51,832 acre feet and is currently 48 percent full at 24,665 acre feet (Vista Irrigation District 2023). The lake is maintained at approximately 40 percent capacity due to it being on the Lake Elsinore Fault Line. Failure of Henshaw Dam is unlikely. However, its failure would expose people or structures to significant risk. Henshaw Dam is an earthfill dam that is not subject to sudden catastrophic failure usually associated with concrete arch-type dams. Even if failure did occur, it would be of a slower, erosive type, resulting in less severe peak flows, allowing ample time for evacuation (City of Oceanside 2002). Additionally, inundation due to dam failure is considered unlikely because of state requirements that large dams receive seismic upgrades and routine inspections for safety. In California, the supervision, regulation, and inspection of all large dams not federally owned is the responsibility of the Division of Safety of Dams. They conduct periodic inspections of dams to identify deficiencies.

The Vista Irrigation District is responsible for assessing and maintaining Lake Henshaw Dam. According to a 2022 report from the California Department of Water Resources Division of Safety of Dams, the Lake Henshaw Dam is in 'Satisfactory' condition, meaning that no existing or potential dam safety deficiencies are recognized (State of California Department of Water Resources 2022). As part of Vista Irrigation District's 2020 Urban Water Management Plan, the district developed goals and objectives to reduce the possibility of damage and losses from dam failure. Specific interventions include updating dam inundation plans regularly, identifying hazard-prone structures, constructing barriers around structures, encouraging structural retrofitting, and coordinating with the U.S. Army Corps of Engineers, U.S. Bureau of Reclamation, and the California Department of Water Resources to support existing efforts to minimize dam failure.

Although a portion of the City is located within a dam inundation zone, the possibility for dam failure is minimal and the project would not introduce any significant source of pollutants on-site that would be released in the event of a dam failure.

c. Tsunami

As discussed in Section 4.11.1.4, portions of the City's coastal area and extending along the lower San Luis Rey River are located within a tsunami inundation zone as defined by the 2023 MJHMP. These areas of inundation are outside the SSCSP Planning Area. Implementation of the GPU would have

the potential to increase the density of development within tsunami inundation areas and would incentivize residential development in areas subject to potential inundation result in in potentially significant impacts related to tsunami risk. The City is a TsunamiReady Community, as designated by the National Weather Service. The City earned this designation by defining tsunami hazard zones, installing evacuation route signage, conducting outreach on tsunami risk, establishing alert systems, and preparing a formal tsunami operations plan. Early warning of an approaching tsunami and clearance of high-risk areas are essential to minimizing the likelihood of injury and loss of life. The City's public safety departments have established protocols for alerting and evacuating community members from tsunami hazard zones (see Section 4.10.5 of this PEIR).

Notwithstanding the City's readiness for tsunami evacuation, future development within the tsunami zones would be required to comply with proposed SRE Policy 6-19 which requires use of low impact engineering techniques, such as elevating structures above projected water level to ensure protection against tsunami. Through City emergency planning and tsunami readiness, along with implementation of GPU policies future development would not be subject to risk of tsunami and therefore, pollutants would not be released due to project inundation.

4.11.7.4 Significance of Impacts

The project could increase potential risks associated with flood hazards and dam inundation due to the increased potential for higher density and greater intensity of uses within these zones. Future development would be required to adhere to state and local regulations, along with proposed GPU and SSCSP policies to ensure development within FEMA flood zones are consistent with all standards to ensure safe and flood free development. Additionally, development within the City's coastal area/tsunami zone is subject to emergency planning and evacuation measures. The proposed SRE includes policies to encourage additional tsunami safety measures to be implemented by the City and local enforcement agencies. Therefore, through adherence to FEMA processing, City Code of Ordinances, and emergency requirements for flood safe measures, impacts associated with flood hazards and potential pollutant release, would be less than significant.

4.11.7.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

4.11.8 Conflict with Water Quality Plans

4.11.8.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to water quality plans are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

4.11.8.2 Impact Analysis

The project would be consistent with all relevant water quality plans. A summary of project compliance is as follows:

- The City lies within the San Luis Rey Valley Groundwater Basin, the use of which is governed by the SGMA. The primary purposes of the SGMA is to ensure that groundwater levels are maintained, reduction of groundwater storage is minimized, and that groundwater quality is maintained (Upper San Luis Rey Groundwater Management Authority 2023). As discussed in Section 4.11.5.2, the City works with local agencies to ensure groundwater sustainability, and maintenance of the groundwater recharge process. Additionally, implementation of proposed GPU and SSCSP policies as throughout would ensure maintenance of groundwater recharge and avoid any conflict with the SGMA.

- The City is within Region 9, San Diego Basin Area, which is subject to management under the San Diego Bay WQIP. The WQIP prioritizes and addresses basin-specific pollutants through an appropriate suite of BMPs intended to assist in the reduction of known impairments. The City's WMAs are primarily impaired for chloride, indicator bacteria, phosphorus, TDS, total nitrogen, benthic community effects and toxicity. The project would be consistent with the WQIP, as detailed in Section 4.12.3.2, future projects throughout the City would be required to includes a project-specific BMPs and water quality treatment features that would ensure the project does not contribute to the impairment of the watershed. Additionally, implementation of proposed GPU and SSCSP policies as summarized throughout would ensure that specific conditions are evaluated and site appropriate BMPs are included in project SWPPPs and construction plans, as well as the inclusion of permanent BMPs.
- The NPDES program establishes a comprehensive water quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. As discussed in Sections 4.11.4.2.a and 4.11.6.2.a future projects would be required to prepare a SWPPP which would outline preliminary construction BMPs that would be implemented as project design features, to minimize disturbance, protect slopes, reduce erosion, and limit or prevent various pollutants from entering surface water runoff. Implementation of these BMPs would ensure that construction activities would not result in polluted runoff from the project sites consistent with the requirements of NPDES permit.
- The City's JRMP presents strategies to reduce the discharge of pollutants into the storm drain system. As discussed in Section 4.11.6.2.a, future projects would be required to include BMPs that demonstrate compliance with the requirements outlined in the JRMP. These projects would include BMP plans that can prevent pollution discharge regardless of season.

Therefore, the project would not conflict with a water quality control plan or a sustainable groundwater management plan.

4.11.8.3 Significance of Impacts

The project would be consistent with all relevant water quality control plans. Impacts related to conflicts or obstruction with such plans would be less than significant.

4.11.8.4 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

4.11.9 Cumulative Analysis

The geographic scope of the cumulative impact analysis for hydrology and water quality generally includes drainage basins, watersheds, water bodies or groundwater basins, depending on the location of the potential impact and its tributary area. The project's cumulative study area is the City's three WMAs. Future projects would be required to adhere to the federal, state, and local regulations for the design and implementation of site design, source control, treatment control best management practices to ensure all stormwater standards are met. Additionally, future development would adhere to all GPU and SSCSP goals and policies aimed at improving water quality, maintaining and improving groundwater recharge, preserving drainage patterns and avoiding flood hazards. Conformance with the applicable stormwater, drainage and flooding standards would preclude potentially significant water quality impacts from occurring and all project level impacts associated with hydrology and water quality would be less than significant. Future projects would implement project-specific site design, source control, and structural pollutant control measures consistent with federal, regional, and local water quality standards to ensure adverse impacts to water quality resulting potential erosion of soils are minimized. Therefore, the combined effect of all future projects would not result in incremental contributions to a cumulative impact on water quality. Cumulative impacts would be less than significant.

4.12 Mineral Resources

This section addresses potential project impacts to geological resources that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

This analysis relies on secondary sources including state and regional mineral mapping.

4.12.1 Existing Conditions

As mandated by the Surface Mining and Reclamation Act (SMARA) of 1975 (California Public Resources Code, Section 2710 et seq.), the California State Minerals and Geology Board classifies California mineral resources with the Mineral Resource Zone (MRZ) system. The MRZ classification system categorizes lands based on their suitability as sources of sand, gravel, and stone deposits for construction aggregate (see Section 4.12.2.1 for definitions of MRZs).

The City supports two major areas of mineral deposits (City of Oceanside 2002). One of these is the San Luis Rey River Basin, which contains landfill and beach sand (non-construction quality) and construction quality sand suitable for concrete and plaster. This deposit area is located along the lower San Luis Rey River south of Camino Real to the mouth of the Pacific Ocean. A second mineral deposit area, east of El Camino Real and north of Oceanside Boulevard, contains significant deposits of silica sand, primarily used in glass manufacturing (City of Oceanside 2002). This area was previously mined for silica sand but operations have been closed and portions of the area have been developed with housing, an aquatics center, a sports arena, and a senior center. Governed by the El Corazon Specific Plan, this area is slated for additional development.

4.12.2 Regulatory Setting

4.12.2.1 Federal

a. Surface Mining and Reclamation Act of 1975

SMARA established policies for the conservation, development, and reclamation of mineral lands. It also contained specific provisions for the California Geological Survey to classify the regional significance of mineral resources using MRZs. The objective of these zones is to identify the

significance of mineral deposits and ensure that the mineral potential of land is recognized and considered by local government decision-makers before they make land use decisions that could preclude mining. The highest priority areas are those within the state that are subject to urban expansion or other irreversible land uses that would preclude mineral extraction. The following provides a description of the four different MRZs:

- MRZ-1 designates areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 designates areas underlain by mineral deposits where geologic data indicates that significant measured or indicated mineral resources are present.
- MRZ-3 designates areas that contain known mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4 designates areas where available information is inadequate for assignment to an MRZ zone.

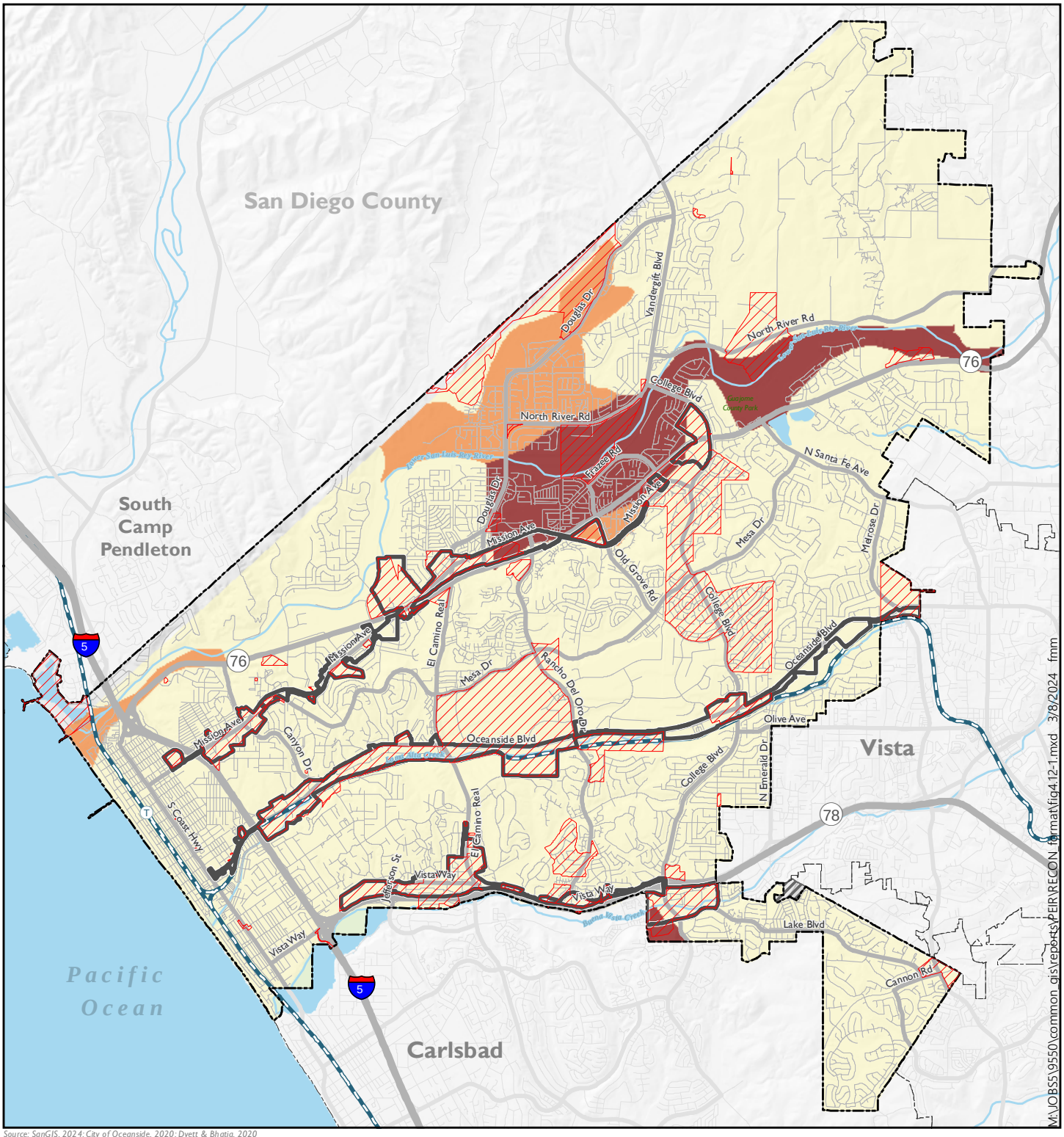
Figure 4.12-1 shows the distribution of each MRZ category throughout the City. Table 4.12-1 presents the approximate acreage of each MRZ category. Most of the City is designated as MRZ-3, land for which the significance of mineral resources cannot be determined. A small amount of land within the northeastern and northwestern portion of the City is designated as MRZ-4, land where available information is inadequate for assignment to an MRZ. Some land in the northern portion of the City is categorized as MRZ-2, areas underlain by mineral deposits where geologic data indicates that significant measured or indicated mineral resources are present.

Table 4.12-1
Acreage of Mineral Resource Zones

Category	Acres
MRZ-0	510.61
MRZ-1	0
MRZ-2	1,907.31
MRZ-3	23,133.37
MRZ-4	1,396.96
TOTAL	**26,948.25**

SOURCE: San Diego Geographic Information Source (SanGIS) 2022.

As shown in Figure 4.12-1, most of the Areas of Change are within land designated MRZ-3, with a small portion within MRZ 2.



City of Oceanside
Neighbor City
Sphere of Influence
Oceanside Transportation Center
Rail

Mineral Resource Zones
MRZ 2
MRZ 3
MRZ 4

Areas of Change
SSCSP Planning Area

FIGURE 4.12-1
Mineral Resource Zones

4.12.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.12.3.1 Policy Framework

The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Vital and Sustainable Resources Element (VSR)

While there are no known major mineral deposits within the City, the VSR includes goals and policies to ensure that any future mining operations are conducted in a safe, economically sustainable, and environmentally just manner.

- Goal 5-Q: All mining operations in the City will be in compliance with the Surface Mining Reclamation Act, and will balance economic benefits, public safety and environmental equality.

4.12.4 Mineral Resource Availability

4.12.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to the availability of mineral resources are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, 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?

4.12.4.2 Impact Analysis

Implementation of the GPU would focus new development and redevelopment within the urbanized corridors of the SSCSP Planning Area. The SSCSP Planning Area is largely within or surrounded by existing urbanization which would make it infeasible for mining. As described in Section 4.12.2.1.a, the majority of land within the City is designated as MRZ-3, land for which the significance of mineral resources cannot be determined, and MRZ-2, land for which adequate geologic information is not available. These designations apply to most of the land within the SSCSP Planning Area. Neither of these MRZ categories are considered significant mineral resources.

The land designated as MRZ-2 has either already been developed or is not currently used for mineral resource extraction. There are no existing mineral extraction operations within the City and no area is currently used for mineral resource extraction. Any upzoning or changes in policy for sites located in these areas are unlikely to result in the loss of mineral resources, as mining is not proposed. Based on a review of referenced data, the Areas of Change are located within urbanized settings where the potential for loss of mineral deposits due to future development would be considered low. The potential for loss of mineral resources is low because there is a lack of known mineral resources in the area, the feasibility of a mining operation within a highly developed urban environment is low due to land use conflicts, and there is little undeveloped land available for mining.

4.12.4.3 Significance of Impacts

The City is mostly designated as MRZ-2 and MRZ-3, both of which are not considered significant MRZs. Therefore, buildout of the GPU and SSCSP would not result in the loss of availability of known mineral resources that would be of value to the region. Impacts would be less than significant.

4.12.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.5 Local Mineral Resources

4.12.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to the local mineral resources are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, 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?

4.12.5.2 Impact Analysis

As described in Section 4.12.3.1, there are no active mineral resource extraction facilities within the City. The existing 2002 General Plan land use map, as well as the proposed GPU land use map do not delineate any mineral resource recovery sites or designate any land for mineral resource production.

4.12.5.3 Significance of Impacts

The implementation of the project would not result in the loss of a designated mineral recovery site and no impact would occur.

4.12.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.12.6 Cumulative Analysis

Most of the land within the City is designated as MRZ-3, land for which the significance of mineral resources cannot be determined, or MRZ-2, land for which adequate geologic information is not available. Neither of these MRZ categories are considered significant mineral resources. The project would not contribute to a cumulative loss to mineral resources. The primary areas identified for future development are within urban settings where the potential for mineral loss is low or because the areas are built and not subject to future mining operations. Therefore, cumulative impacts related to mineral resources would be less than significant.

4.13 Noise

This section addresses potential project impacts related to noise that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.13.1 Existing Conditions

4.13.1.1 Noise Descriptors and Terminology

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease. However, human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 A-weighted dB [dB(A)] barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation [Caltrans] 2013).

In technical terms, sound levels are described as either a "sound power level" or a "sound pressure level". Both share the same unit of measure, the dB. However, sound power is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave in the air that exerts pressure on receivers such as an eardrum or microphone, the sound pressure level. Sound measurement instruments only measure sound pressure, and limits used in standards are generally sound pressure levels.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

a. Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent continuous noise level (L_{eq}) and the community noise equivalent level (CNEL).

The L_{eq} is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed.

The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7 p.m. and 10 p.m., and an additional 10 dB(A) penalty is added to noise occurring during the night, between 10 p.m. and 7 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

b. Propagation

Sound from a localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance. Vehicle traffic and railway noise are not a single, stationary point source of sound. When assessed over a period of time, the movement of vehicles and trains makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) provides an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would drop off at 7.5 dB(A) per doubling of distance and a line source over a soft site would drop off at 4.5 dB(A) per doubling of distance.

c. Noise-Sensitive Receptors

Noise-sensitive receptors are associated with land uses wherein indoor and/or outdoor human activities may be subject to stress and/or significant interference from noise. They include residential (single- and multi-family dwellings, mobile home parks, dormitories and similar uses); transient lodging (which are sensitive at night including hotels, motels and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private educational facilities, libraries, churches and other places of public gathering. In addition to buildings, exterior use areas may also be considered noise-sensitive receptors. Exterior use areas are areas where frequent human use for prolonged periods (at least an hour) may reasonably occur. Common

examples of exterior use areas include residential backyards, multi-family communal areas, patios, picnic areas, recreation areas, playgrounds, and parks.

4.13.1.2 Vibration Descriptors and Terminology

Vibration consists of energy waves transmitted through solid material (Caltrans 2020). Ground borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Ground borne vibration is measured by its peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. As example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies, the threshold of perception is 0.035 PPV, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2020).

The Federal Transit Administration (FTA) has identified the following three categories of vibration-sensitive uses:

Category 1 – High Sensitivity Uses:
Buildings where ambient vibration well below levels associated with human annoyance is essential for equipment or operations within the building. Typically uses covered in Category 1 include vibration-sensitive research and manufacturing facilities, hospitals, and university research operations.

Category 2 – Residential Uses:
Buildings where people sleep. Typical uses covered in Category 2 include residential, hotels, and hospitals.

Category 3 – Institutional Uses:
Buildings that do not have vibration-sensitive equipment, but still have the potential for activity interference. Typical uses covered in Category 3 include schools, churches, other institutions, and quiet offices.

4.13.1.3 Existing Noise Levels

a. Ambient Noise Level Measurements

Ambient noise levels were measured to characterize the variability of noise and to assist in determining constraints and opportunities to avoid noise conflicts. Noise level measurements were taken at 10 locations throughout the City on October 21, 2022. The results of the short-term noise measurements are summarized in Table 4.13-1. Full measurement data is in Appendix C. The noise measurement locations are shown in Figure 4.13-1.

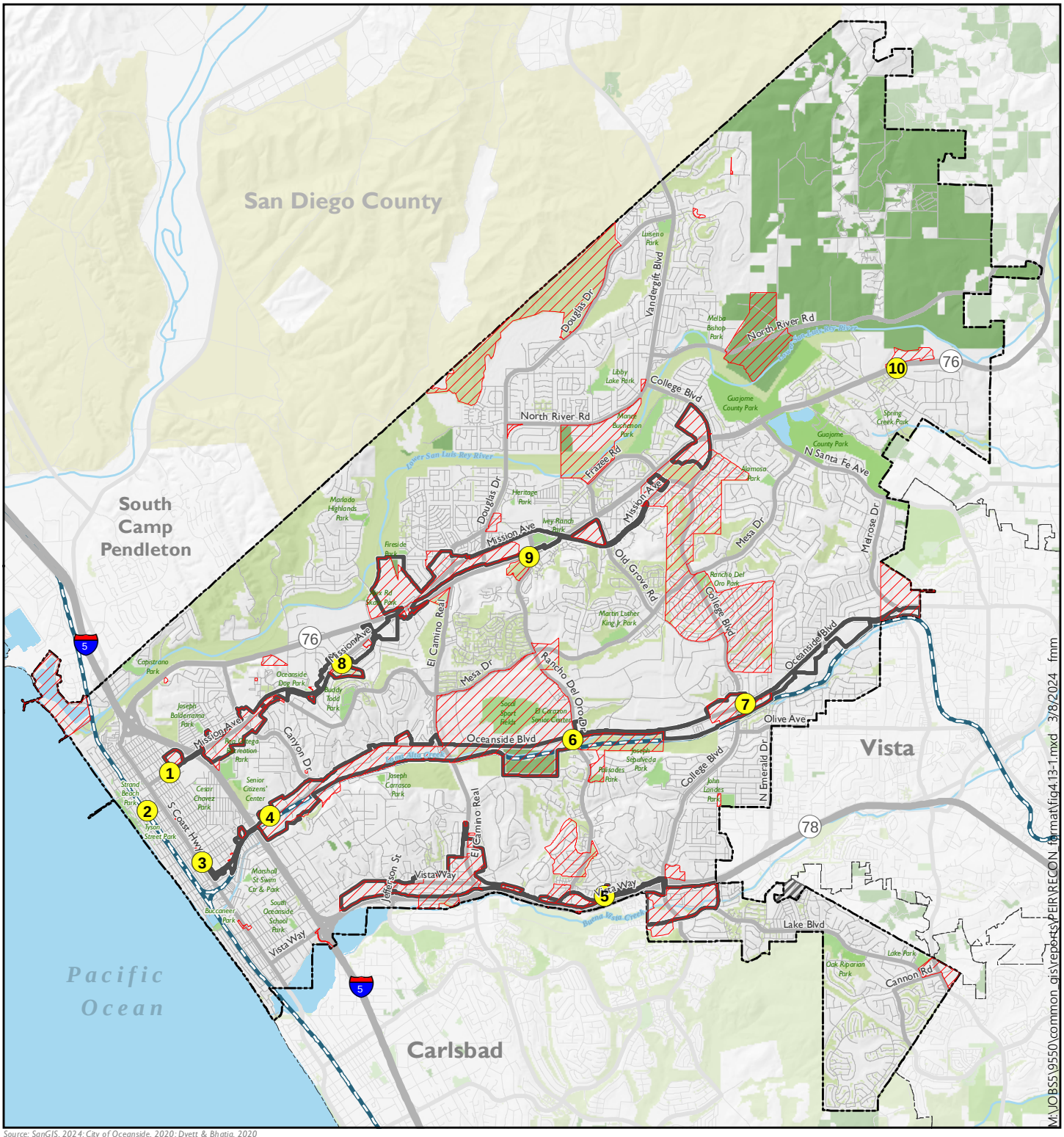


FIGURE 4.13-1
Noise Measurement Locations

Table 4.13-1 Ambient Noise Measurement Summary				
Site	Period	Location	Dominant Noise Source	Measured Noise Level (L_{eq})
1	7:56 a.m. – 8:11 a.m.	50 feet from edge of Mission Avenue, across the street from Oceanside High School	Vehicle traffic noise on Mission Avenue	62.7
2	8:27 a.m. – 9:03 a.m.	Oceanside Transit Center, approximately 100 feet from centerline of railroad tracks	Sprinter trains	58.9
3	9:21 a.m. – 9:36 a.m.	50 feet from edge of South Coast Highway	Vehicle traffic on South Coast Highway, tire repair shop	63.9
4	9:50 a.m. – 10:05 a.m.	50 feet from edge of Oceanside Boulevard, east of I-5	Vehicle traffic on Oceanside Boulevard	66.0
5	10:29 a.m. – 10:44 a.m.	50 feet from edge of Vista Drive, north of SR-78	Vehicle traffic on Vista Drive and SR-78	66.9
6	11:00 a.m. – 11:15 a.m.	50 feet from edge of Oceanside Boulevard, west of Rancho del Oro Drive	Vehicle traffic on Oceanside Boulevard and Rancho del Oro Drive, Sprinter trains	64.6
7	11:33 a.m. – 11:48 a.m.	50 feet from edge of Oceanside Boulevard, east of College Boulevard	Vehicle traffic on Oceanside Boulevard	64.4
8	12:55 p.m. – 1:10 p.m.	50 feet from edge of Mission Avenue	Vehicle traffic on Mission Avenue	59.5
9	1:28 p.m. – 1:43 p.m.	50 feet from edge of SR-76 and Rancho del Oro Drive	Vehicle traffic on SR-76 and Rancho del Oro Drive	60.6
10	2:15 p.m. – 2:30 p.m.	50 feet from edge of SR-76	Vehicle traffic on SR-76	64.2
SOURCE: Appendix C. L_{eq} = average equivalent sound level				

As shown in Figure 4.13-1, noise measurement locations 4, 5, 6, 7, 8, and 9 are within the Areas of Change/SSCSP Planning Area.

b. Existing Noise Level Contours

The dominant source of noise in the City is motor vehicles traveling along regional freeways, major highways, arterials, and collector and local streets. Other transportation-related noise sources, including aircraft noise associated with the Oceanside Municipal Airport, freight and trolley travel (North County Transit District, Metrolink, Amtrak, and Americans with Disabilities Act paratransit service), major arterial roadways, Interstate 5 (I-5), State Route 76 (SR-76), and State Route 78 (SR-78).

Figure 4.13-2 shows the existing traffic noise contours throughout the City. As shown in Figure 4.13-2, noise contours of 70 CNEL and above are along the I-5 and the City's main corridors including the SSCSP Planning Area, SR-76, and College Boulevard. Figure 4.13-3 shows noise contours associated with the Oceanside Municipal Airport (San Diego County Airport Land Use Commission 2010). Airport noise contours of 60 CNEL and above are outside the Areas of Change.

4.13.2 Regulatory Setting

4.13.2.1 Federal

a. Construction

The FTA Transit Noise and Vibration Impact Assessment Manual (FTA 2018) recommends a daytime construction noise level threshold of 80 dB(A) $L_{eq(8)}$ when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this guidance is not a regulation, it can serve as a quantified standard in absence of such limits at the state and local jurisdiction levels.

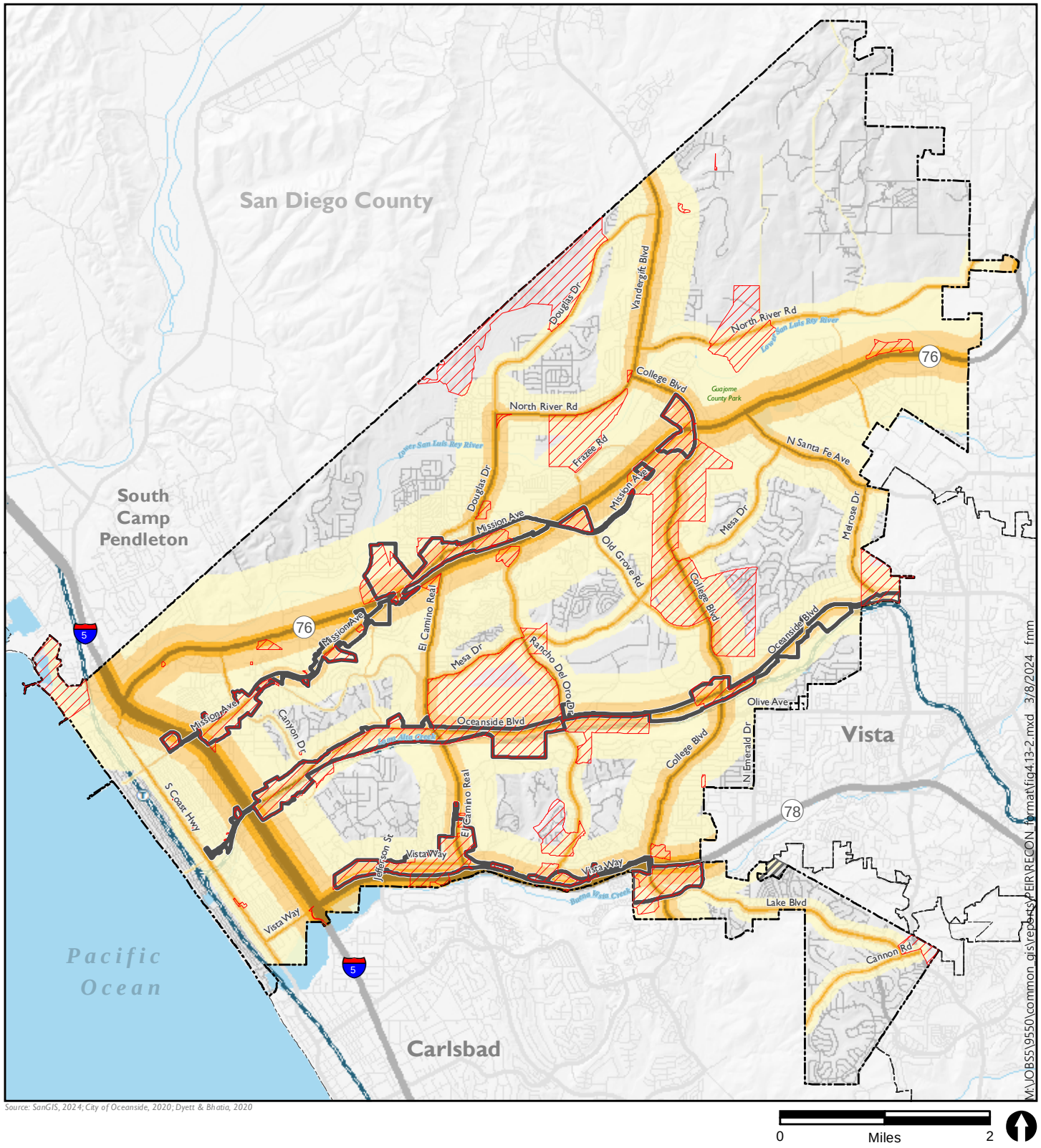
b. Vibration

The FTA provides criteria for acceptable levels of groundborne vibration for various types of buildings. Structures amplify groundborne vibration; wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively, but the standards recommended by the FTA are shown in Table 4.13-2.

Table 4.13-2
Construction Vibration Damage Criteria

Building/Structural Category	PPV (in/sec)	Approximate VdB
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

SOURCE: FTA 2018.
PPV = peak particle velocity
in/sec = inch per second
VdB = vibration decibel

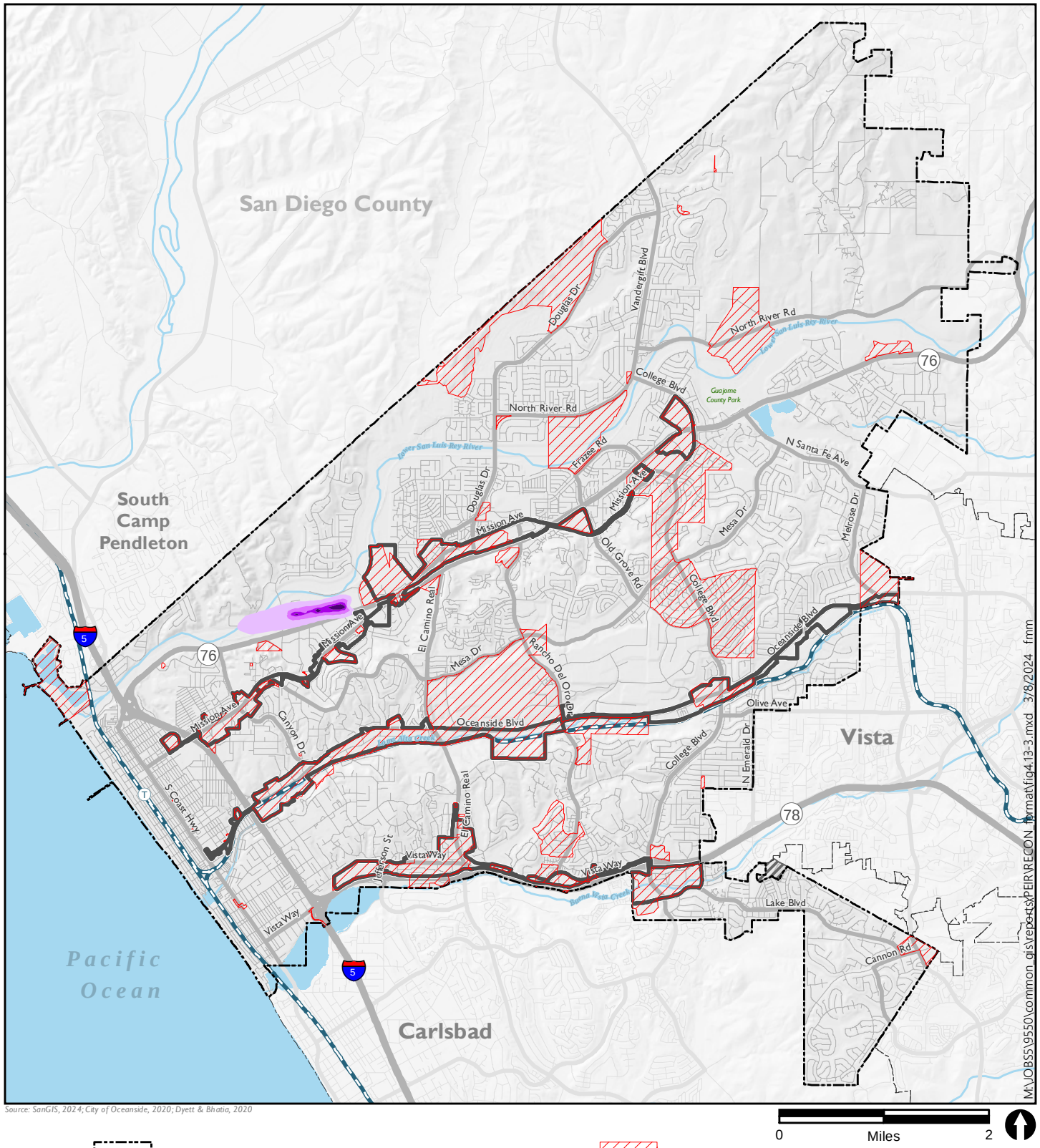


City of Oceanside
Neighbor City
Sphere of Influence
Oceanside Transportation Center
Rail

Traffic Noise Contours 2016
60 CNEL
65 CNEL
70 CNEL
75 CNEL

Areas of Change
SSCSP Planning Area

FIGURE 4.13-2
2016 Traffic Noise Contours



Source: SanGIS, 2024; City of Oceanside, 2020; Dyett & Bhatia, 2020

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0 Miles 2

City of Oceanside

Neighbor City

Sphere of Influence

Oceanside Transportation Center

Rail

Oceanside Municipal Airport Noise Contours

60-65 CNEL

65-70 CNEL

70-75 CNEL

75+ CNEL

Areas of Change

SSCSP Planning Area

FIGURE 4.13-3

Oceanside Municipal Airport Noise Contours

The FTA also provides guidance for assessing vibration impacts from railroad operations. The criteria for determining the significance of impacts are presented in Table 4.13-3.

Table 4.13-3
Guidelines for Determining the Significance of Groundborne Vibration and Noise Impacts

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 micro-inch per second)			Groundborne Noise Impact Levels (dB re 20 micro Pascals)		
	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where low ambient vibration is essential for interior operations (research & manufacturing facilities with special vibration constraints)	65 VdB	65 VdB	65 VdB	N/A	N/A	N/A
Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, & other sleeping facilities)	72 VdB	75 VdB	80 VdB	35 dB(A)	38 dB(A)	43 dB(A)
Category 3: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, & quiet offices)	75 VdB	78 VdB	83 VdB	40 dB(A)	43 dB(A)	48 dB(A)

SOURCE: FTA 2018.
VdB = vibration decibel; re = relative; N/A = not applicable
"Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
"Occasional Events" is defined as 30 to 70 vibration events per day. Most commuter trunk links fall into this category
"Infrequent Events" is defined as fewer than 30 vibration events per day. This category includes most commuter rail systems.

For Category 1 uses such as vibration sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses such as residences and buildings where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses such as institutional land uses with primarily daytime uses, is 120 feet.

4.13.2.2 State

a. California Code of Regulations

For residential uses, interior noise levels for habitable rooms are regulated also by Title 24 of the California Code of Regulations, California Noise Insulation Standards. Title 24, Chapter 12, Section 1206.4 of the 2022 California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation.

For non-residential structures, Title 24, Chapter 12, Section 1207.5 refers to 2022 California Green Building Standards, Chapter 5 – Nonresidential Mandatory Measures, Division 5.5 – Environmental Quality, Section 5.507 – Environmental Comfort, Subsection 5.507.4 – Acoustical Control. Pursuant

to these standards, all non-residential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in interior noise environment where noise levels exceed 50 dB(A) L_{eq} in occupied areas during any hour of operation.

b. San Diego County Airport Land Use Commission

The Oceanside Municipal Airport is located in the northwest portion of the Planning Area north of SR-76, south of the San Luis Rey River, and east of Benet Road. The San Diego County Airport Land Use Commission (ALUC) prepares airport land use compatibility plans (ALUCP) in order to promote compatibility between airports and the land uses surrounding them. ALUCPs set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances. The Oceanside Municipal Airport ALUCP was prepared in 2010 and provides noise level contours and noise compatibility criteria for various land uses (San Diego County ALUC 2010). The noise compatibility criteria are shown in Table 4.13-4.

Table 4.13-4
Oceanside Municipal Airport ALUCP Noise Compatibility Criteria

Land Use Catergory[1]	Exterior Noise Exposure (CNEL)			
Note: Multiple categories may apply to a project	60-65	65-70	70-75	75-80
Agricultural and Animal-Related				
nature preserves; wildlife preserves; horse stables; livestock breeding or farming	A	A	A	
zoos; animal shelters/kennels; interactive nature exhibits	A			
agriculture (except residences and livestock); greenhouses; fishing				A
Recreational				
children-oriented neighborhood parks; playgrounds	A			
campgrounds; recreational vehicle/motor home parks				
community parks; regional parks; golf courses; tennis courts; athletic fields; outdoor spectator sports; fairgrounds; water recreation facilities		A		
recreation buildings; gymnasiums; club houses; athletic clubs; dance studios		50	50	
Public				
outdoor amphitheaters	A			
children's schools (K-12); day care centers (>14 children)	45			
libraries	45			
auditoriums; concert halls; indoor arenas; places of worship	45	45		
adult schools; colleges; universities[2]	45	45		
prisons; reformatories		50		
public safety facilities (e.g., police, fire stations)		50	50	
cemeteries; cemetery chapels; mortuaries		45 A	45 A	
Residential, Lodging, and Care				
residential (including single-family, multi-family, and mobile homes); family day care homes (≤14 children)	45			
extended-stay hotels; retirement homes; assisted living; hospitals; nursing homes; intermediate care facilities	45			
hotels; motels; other transient lodging[3]	45	45		
Commercial and Industrial				
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories; radio, television, recording studios		50	50	
retail sales; eating/drinking establishments; movie theaters; personal services		50	50 B	
wholesale sales; warehouses; mini/other indoor storage			50 C	

Table 4.13-4
Oceanside Municipal Airport ALUCP Noise Compatibility Criteria

Land Use Catergory[1] *Note: Multiple categories may apply to a project*			Exterior Noise Exposure (CNEL)			
			60-65	65-70	70-75	75-80
industrial; manufacturing; research & development; auto, marine, other sales & repair services; car washes; gas stations; trucking, transportation terminals					50 C	
extractive industry; utilities; road, rail rights-of-way; outdoor storage; public works yards; automobile parking; automobile dismantling; solid waste facilities						50 C
	Compatible	*Indoor Uses:* Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses:* Activities associated with the land use may be carried out with essentially no interference from aircraft noise				
45 50	*Conditional*[4]	*Indoor Uses:* Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses:* CNEL is acceptable for outdoor activities, although some noise interference may occur.				
A B C	*Conditional*[4]	*Indoor or Outdoor Uses:* A – Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use[5] B – Outdoor dining or gathering places incompatible above 70 CNEL C – Sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of 50 dB CNEL				
	Incompatible	Use is not compatible under any circumstances				

SOURCE: County of San Diego ALUC 2010.
[1]Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses.
[2]Applies only to classrooms, offices, and related indoor uses. Laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories.
[3]Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended- stay hotel category.
[4]An avigation easement is required for any project situated on a property lying within the projected 65 dB CNEL noise contour. See Policy 2.11.5 and Policy 3.3.3(d).
[5]Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise-sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

4.13.2.3 Local

a. City of Oceanside Code of Ordinances

Chapter 38 Noise Control Ordinance

Section 38 of the City's Code of Ordinances, known as the Noise Control Ordinance, establishes noise level limits for stationary sources. Noise level limits are specific to base district zones such as residential zones, commercial zones, etc. Except for exempted activities, it is unlawful for any person to cause or allow the creation of any noise in excess of applicable noise level limits at or beyond the property boundary. When property lines form the joint boundary of two zones, the sound level limit shall be the arithmetic mean of the limit applicable to each of the zones. Table 4.13-5 below summarizes noise level limits.

Table 4-13.5 Sound Level Limits [dB(A)]		
Base District Zone	7:00 a.m. to 9:59 p.m.	10:00 p.m. to 6:59 a.m.
(1) Residential Districts:		
RE (Residential Estate)	50	45
RS (Single-Family)	50	45
RM (Medium Density)	50	45
RH (High Density)	55	50
RT (Residential Tourist)	55	50
(2) C (Commercial)	65	60
(3) I (Industrial)	70	65
(4) D (Downtown)	65	55
(5) A (Agricultural)	50	45
(6) OS (Open Space)	50	45
SOURCE: Noise Control Ordinance Subsection 38.12.		

The Noise Control Ordinance has not established any upper limits for construction noise because it is temporary and will cease to occur after completion of the project construction. The Noise Control Ordinance regulates the timing of construction activities and includes special provisions for sensitive land uses. Section 38.17(h) of the Noise Control chapter prohibits construction between the hours of 10:00 p.m. and 7:00 a.m. Monday through Saturday. No construction activities shall occur outside of these hours, on Sundays, or federal holidays.

4.13.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.13.3.1 Policy Framework

The following policies are examples of the policy framework associated with noise, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Healthy and Livable Communities Element (HLC)

The HLC proposes noise-related policies that are specific to project level design.

- Goal 7-X: The City will consider existing and future noise levels when making land use planning decisions to minimize exposure to excessive noise, including from motor vehicle traffic, fixed rail, aircraft, industrial land uses, and other sources.
- Goal 7-Y: The impact of noise on people will be minimized through noise reduction and suppression techniques.
- Policy 7-158: Use the sound level limits matrix (Table 7-9) and Future Noise Contours Map (Figure 7-11) as criteria to determine acceptability of a proposed land use. Establish and enforce allowable noise limits for daytime levels and nighttime levels (Table 7-10).
- Policy 7-159: Seek to limit new noise-sensitive uses – including schools, daycares, hospitals, places of worship, and homes – where noise levels are higher, if alternative locations are available for the uses in the City.
- Policy 7-160: Ensure that new development does not generate noise in excess of the sound level limits outlined in Table 7-9, whenever feasible.
- Policy 7-161: For all projects that have noise exposure levels that exceed the standards in Table 7-9, site planning and architecture should incorporate noise-attenuating features. With mitigation, development should meet allowable sound level limits in Table 7-9.
- Policy 7-162: Discourage the use of berms and sound walls for noise mitigation; rather, encourage the use of project design techniques such as increasing the distance between the noise source and the noise sensitive receiver and use non-noise sensitive structures (e.g., a garage) to shield noise sensitive areas. If a berm or wall is determined necessary to mitigate noise, discourage exclusive use of walls in excess of six feet in height and encourage use of natural barriers such as site topography or constructed earthen berms. When walls are determined to be the only feasible solution to noise mitigation, then the walls shall be designed to limit aesthetic impacts.
- Policy 7-163: Regularly monitor noise levels near sensitive uses to assess efficacy of, or additional need for, traffic calming measures.
- Policy 7-164: Work with railroad service providers and the Federal Railroad Administration to establish Quiet Zones in the City where trains do not routinely sound their horns at grade crossings.
- Policy 7-165: Address appropriate construction noise and vibration control measures, standards, and monitoring procedures for future development in the City's Municipal Code to reduce impacts to nearby uses.

Note that HLC Tables 7-9 and 7-10 are recreated herein as Tables 4.13-6 and 4.13-7. Additionally, HLC Figure 7-10 is recreated herein as Figure 4.13-4.

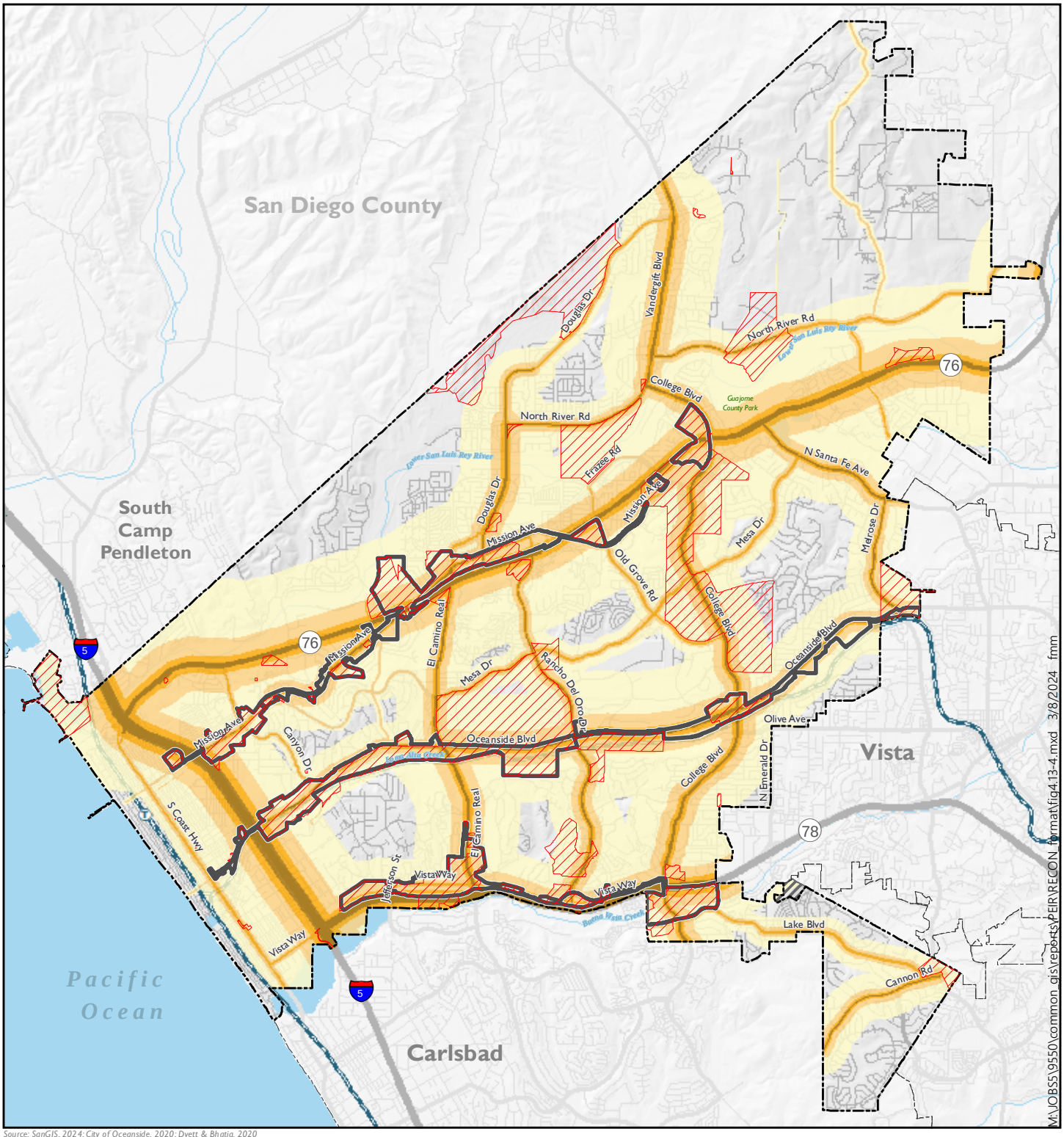


FIGURE 4.13-4
2050 Traffic Noise Contours

Table 4.13-6
Sound Level Limits Matrix

Land Use Category	Exterior Day/Night Noise Levels DNL or L_{dn}, dB 55 60 65 70 75 80	Interpretation
Residential – Single-Family		Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Clearly Unacceptable: New construction or development clearly should not be undertaken.
Residential – Multiple Family		
Transient Lodging – Motels, Hotels		
Schools, Libraries, Churches, Hospitals, Nursing Homes		
Auditoriums, Concert		
Sports Arena, Outdoor		
Playgrounds, Parks		
Golf Courses, Riding Stables, Water Recreation, Cemeteries		
Office Buildings, Business Commercial and Professional		
Industrial, Manufacturing, Utilities, Agriculture		

Table 4.13-7 Allowable Noise Exposure		
Land Use	Outdoor Activity[1,2] Areas [dB(A) CNEL][3]	Interior Spaces [dB(A) CNEL])
Residential	60[4]	45
Motels, Hotels	65	45
Hospitals, Residential Care Facilities, Schools, Libraries, Museums, Churches, Day Care Facilities	65	45
Playgrounds, Parks, Recreation Uses	65	50
Commercial and Office Uses	65	50
Industrial Uses	70	65

NOTE: Development proposed within the Oceanside Municipal Airport Area of Influence shall also be subject to the noise compatibility standards contained in the Airport Land Use Compatibility Plan (ALUCP).

[1]For non-residential uses, where an outdoor activity area is not proposed, the standard does not apply. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving use.

[2]Where it is not possible to reduce noise in outdoor activity areas to the allowable maximum, levels up to 5 dB higher may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

[3]dB(A) CNEL = A-weighted decibels community noise equivalent level.

[4]An exterior noise exposure level of 65 dB(A) CNEL is allowable for residential uses in a mixed-use project and for residential uses within the Oceanside Municipal Airport Area of Influence, pursuant to the noise compatibility policies contained in the ALUCP.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU provides policies that focus on land use compatibility between potentially conflicting uses such as noise. The element seeks to coordinate land uses to minimize noise on surrounding areas, especially where adjacent uses may not be compatible.

Use Compatibility

- Policy 3-19: Develop zoning standards that ensure compatibility where intensive or potentially noise and air quality impacting uses are proposed near areas with existing or proposed residential uses.
- Policy 3-20: Require that high-impact land uses operate within enclosed buildings capable of containing emissions, and limit noise, glare, and odor to within the site perimeter and screen equipment, goods, and activities from public view.

High Density Residential Development

- Policy 3-61: Ensure proper noise attenuation for residential uses including insulation and noise attenuating window treatments where appropriate.
  - In determining the need for noise attenuation, the projected noise contour map (Figure 7-10), Tables 7-6 and 7-7 that outline noise standards should be used. In particular, for residential development located within a projected 65 dB or higher noise environment, noise attenuation practices—extending from intelligent site planning to insulation—are warranted.

Allowable Uses

- Policy 3-92: Limit new warehousing and distribution facilities to properties less than four acres in size and allow no more than 50,000 square feet of enclosed floor area and 10 truck bays. Require extensive buffering and noise attenuation.
- Policy 3-94: Within the Industry Street corridor, public realm improvements, innovative parking strategies, noise abatement protocols, and other mitigating actions will ensure compatibility of industrial, commercial, and residential uses.
- Policy 3-96: Industrial activities will generally be conducted within enclosed buildings, with outdoor activities subject to an Outdoor Activities Permit.
- Policy 3-97: Each industrial use shall provide adequate setbacks, attenuating structures, devices, and procedures to ensure that noise, vibration, odors, glare, heat, and other emissions do not interfere with neighboring industrial activities nor endanger the health, safety, peace, or general welfare of persons residing or working in the surrounding area.

c. SSCSP Environmental Quality

The Environmental Quality chapter of the SSCSP provides policy direction to avoid risks to residents, workers, and visitors from excessive noise throughout the SSCSP Planning Areas.

- Policy EQ-25: Site Design. Orient buildings away from noise sources, including highways, freeways, and the Sprinter line, to reduce noise nuisance. Bedrooms of residential buildings should be located on the opposite side of the building from the noise source unless an adequate sound barrier is in place.
- Policy EQ-26: Noise-Attenuation. Require all residential and other noise-sensitive development within the 65 CNEL noise contour (as shown in Figure 6-8) to undertake development that is noise-rated in accordance with the California Code of Regulations. Require certification of such from a qualified acoustical engineer when so desirable.
- Policy EQ-27: Loading Dock Orientation. To the extent feasible, locate commercial and industrial loading areas away from sensitive receptors. Loading areas can be sited within enclosed or covered spaces or oriented such that buildings and other site improvements serve to shield loading activities from adjacent properties and the public right-of-way.
- Policy EQ-28: Excessive Vibration. Require that new development near the Sprinter rail line be limited as follows to avoid impact from excessive vibration, unless vibration isolation construction is undertaken:
  - No new buildings where low ambient vibration is essential for interior operations may be located within 225 feet of the railroad tracks. These uses may include but are not limited to vibration-sensitive research and manufacturing, hospital research areas, concert halls, and TV/recording studios.
  - New residences or other buildings where people sleep may be located within 100 feet of the railroad tracks only with the appropriate noise attenuation, including siting bedrooms or sleeping quarters away from the tracks, noise attenuating insulation and windows. These uses include multi-family dwellings, houses, hospital patient rooms, and hotels.
  - No schools may be located within 70 feet of the railroad tracks.

d. SSCSP Land Use

- The Land Use chapter of the SSCSP includes site design and construction measures to minimize noise impacts throughout the SSCSP Planning Area. Policy LU-19: Low-Intensity, Low-Impact Industrial Uses. Allow for low-intensity, low-impact industrial uses in commercial areas. Such uses shall maintain a storefront, occupy no more than 15,000 square feet of floor area, generate minimal truck traffic, and comply with all applicable noise and air emissions standards. Associated activities shall be conducted entirely within enclosed and properly insulated spaces.
- Policy LU-25: Compatibility with Nearby Uses. Ensure that industrial development is designed and operated to minimize noise, heat, glare, dust, unscreened storage yards, air emissions, hazardous materials generation, and other negative effects, including by requiring screening, buffers, and landscaping, as necessary.
- Policy LU-34: Compatibility with Adjacent Single-Family Neighborhoods. Promote site design and architecture that is sensitive to adjacent single-family neighborhoods – e.g., setbacks, screening and softening landscape, horizontal and vertical articulation, enclosed parking facilities, light pollution control, improvements to shared public space.

4.13.4 Noise Level Increases

4.13.4.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to noise level increases are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

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

4.13.4.2 Impact Analysis

a. Vehicle Traffic Noise

Traffic noise occurs adjacent to every roadway and is directly related to the traffic volume, speed, and mix of vehicles. Existing and future traffic volumes, speeds, and truck percentages for each roadway segment in the Planning Area, as well as the day/evening/nighttime traffic distribution, were obtained from the traffic engineer. The Federal Highway Administration (FHWA) Traffic Noise Model algorithms were used to calculate distances to noise contours for each roadway. The FHWA model takes into account traffic mix, speed, and volume; roadway gradient; relative distances between sources, barriers, and sensitive receptors; and shielding provided by intervening terrain or structures.

The analysis of the noise environment considered that the topography was flat with no intervening terrain between sensitive land uses and roadways. Because modeled predicted noise levels do not account for obstructions, they are higher than those which would actually occur. In actuality,

buildings and other obstructions along the roadways would shield distant receivers from the traffic noise. Existing and future vehicle traffic noise calculations are provided in Appendix C.

Increase in Ambient Noise

Long-term traffic noise that affects sensitive land uses would be considered substantial and constitute a significant noise impact if the project would:

- Increase noise levels by 5 dB or more where the no project noise level is less than 60 CNEL;
- Increase noise levels by 3 dB or more where the no project noise level is 60 CNEL to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the no project noise level is greater than 65 CNEL.

The noise analysis is based on the baseline (year 2016) and future (year 2050) traffic volume data. For purposes of the noise analysis, 169 roadway and freeway segments were analyzed. The change in noise level was calculated for buildout of the GPU as well as buildout of the existing General Plan. Noise impacts were determined by comparing the change in noise levels between the existing condition and buildout of the GPU to the criteria listed above. For informational purposes, this analysis also includes a discussion of the difference in impacts that would occur when compared to buildout of the existing General Plan. The existing and buildout noise levels are summarized in Table 4.13-8.

Table 4.13-8
Changes in Vehicle Traffic Noise

Roadway / Segment	Baseline Year 2016 Noise Level (CNEL at 50 feet)	GPU Year 2050 Noise Level (CNEL at 50 feet)	Change in Noise (dB)	Limit	Significant?
N. River Road					
Douglas Drive to College Boulevard	73.2	73.4	0.2	1.5	NO
College Boulevard to Vandegrift Boulevard	75.6	76.0	0.4	1.5	NO
Vandegrift Boulevard to North River Circle	71.3	72.1	0.8	1.5	NO
North River Circle to Stallion Drive	72.2	72.8	0.6	1.5	NO
Stallion Drive to Wilshire Road	71.0	72.2	1.2	1.5	NO
Wilshire Road to Sleeping Indian Road	70.9	71.4	0.5	1.5	NO
Sleeping Indian Road to Via Puerta Del Sol	69.9	70.5	0.6	1.5	NO
Via Puerta Del Sol to SR-76	69.9	70.5	0.6	1.5	NO
Frazee Road					
Old Grove Road to SR-76	63.8	65.0	1.2	3	NO
Frazee Road SR-76 to College Boulevard	65.2	66.8	1.6	1.5	YES
SR-76					
N. Coast Highway to I-5 SB Ramps	69.6	70.2	0.6	1.5	NO
I-5 SB Ramps to I-5 NB Ramps	76.8	77.3	0.5	1.5	NO
I-5 NB Ramps to Loretta Street	78.8	78.8	0.0	1.5	NO
Loretta Street to Canyon Drive	78.8	79.3	0.5	1.5	NO
Canyon Drive to Foussat Road	78.6	78.7	0.1	1.5	NO
Foussat Road to Douglas Drive	78.6	78.8	0.2	1.5	NO
Douglas Drive to Rancho Del Oro Drive	78.3	78.7	0.4	1.5	NO
Rancho Del Oro Drive to Old Grove Road	78.0	78.6	0.6	1.5	NO

Table 4.13-8 Changes in Vehicle Traffic Noise					
Roadway / Segment	Baseline Year 2016 Noise Level (CNEL at 50 feet)	GPU Year 2050 Noise Level (CNEL at 50 feet)	Change in Noise (dB)	Limit	Significant?
Old Grove Road to Frazee Road	78.3	78.5	0.2	1.5	NO
Frazee Road to Town Center Drive	78.3	78.5	0.2	1.5	NO
Town Center Drive to College Boulevard	78.3	78.5	0.2	1.5	NO
College Boulevard to N. Santa Fe Avenue	78.3	79.2	0.9	1.5	NO
N. Santa Fe Avenue to Guajome Lake Road	78.6	79.1	0.5	1.5	NO
Guajome Lake Road to Melrose Drive	78.6	79.1	0.5	1.5	NO
Melrose Drive to East Vista Way	78.6	78.8	0.2	1.5	NO
East Vista Way to N. River Road	77.5	78.4	0.9	1.5	NO
Mission Avenue					
N. Pacific Street to N. Coast Highway	64.5	65.0	0.5	3	NO
N. Coast Highway to N. Clementine Street	65.2	65.3	0.1	1.5	NO
N. Clementine Street to Horne Street	65.2	66.4	1.2	1.5	NO
Horne Street to I-5 SB Ramps	70.1	70.3	0.2	1.5	NO
I-5 SB Ramps to I-5 NB Ramps	71.2	71.7	0.5	1.5	NO
I-5 NB Ramps to Canyon Drive	71.9	72.5	0.6	1.5	NO
Canyon Drive to Mesa Drive	70.4	71.1	0.7	1.5	NO
Mesa Drive to Foussat Road	74.2	75.4	1.2	1.5	NO
Foussat Road to El Camino Real	73.3	75.0	1.7	1.5	YES
El Camino Real to Douglas Drive	73.0	74.2	1.2	1.5	NO
Douglas Drive to Rancho Del Oro Drive	73.5	74.1	0.6	1.5	NO
Rancho Del Oro Drive to Old Grove Road	71.1	71.7	0.6	1.5	NO
Old Grove Road to Frazee Road	69.6	70.3	0.7	1.5	NO
Mesa Drive					
Mission Avenue to Foussat Road	63.0	65.8	2.8	3	NO
Foussat Road to El Camino Real	65.8	66.7	0.9	1.5	NO
El Camino Real to Rancho Del Oro Drive	71.3	71.6	0.3	1.5	NO
Rancho Del Oro Drive to Ivey Ranch Road	70.6	71.3	0.7	1.5	NO
Ivey Ranch Road to Via Rancho Road	70.0	70.4	0.4	1.5	NO
Via Rancho Road to Old Grove Road	71.1	71.6	0.5	1.5	NO
Old Grove Road to College Boulevard	70.6	71.2	0.6	1.5	NO
College Boulevard to N. Santa Fe Drive	70.1	70.9	0.8	1.5	NO
Seagaze Drive					
S. Coast Highway to S. Clementine Street	61.7	62.7	1.0	3	NO
S. Clementine Street to Horne Street	61.7	62.7	1.0	3	NO
Oceanside Boulevard					
S. Pacific Street to S. Coast Highway	62.6	64.4	1.8	3	NO
S. Coast Highway to I-5 SB Ramps	70.6	71.5	0.9	1.5	NO
I-5 SB Ramps to I-5 NB Ramps	71.5	72.1	0.6	1.5	NO
I-5 NB Ramps to Goat Hill Drive	72.2	72.5	0.3	1.5	NO
Goat Hill Drive to Crouch Street	72.0	72.5	0.5	1.5	NO
Crouch Street to Foussat Road	73.4	73.8	0.4	1.5	NO
Foussat Road to El Camino Real	72.7	73.5	0.8	1.5	NO
El Camino Real to Rancho Del Oro Drive	76.3	77.2	0.9	1.5	NO
Rancho Del Oro Drive to College Boulevard	76.3	77.9	1.6	1.5	YES
College Boulevard to Arroyo Avenue	74.7	75.9	1.2	1.5	NO
Arroyo Avenue to Temple Heights Drive	74.7	75.3	0.6	1.5	NO
Temple Heights Drive to N. Melrose Drive	74.7	75.1	0.4	1.5	NO

Table 4.13-8 Changes in Vehicle Traffic Noise					
Roadway / Segment	Baseline Year 2016 Noise Level (CNEL at 50 feet)	GPU Year 2050 Noise Level (CNEL at 50 feet)	Change in Noise (dB)	Limit	Significant?
N. Melrose Drive to Eastern City Limits	71.0	72.8	1.8	1.5	YES
Vista Way					
Coast Highway to I-5 SB Ramps	69.1	69.6	0.5	1.5	NO
Jefferson Street to El Camino Real	70.9	71.2	0.3	1.5	NO
El Camino Real to Rancho Del Oro Drive	73.6	73.9	0.3	1.5	NO
Rancho Del Oro Drive to College Boulevard	72.4	72.2	-0.2	1.5	NO
College Boulevard to SR-78 WB Ramps	71.8	71.9	0.1	1.5	NO
SR-78 WB Ramps to Thunder Drive	70.0	70.8	0.8	1.5	NO
Plaza Drive					
College Boulevard to SR-78 EB Ramps	70.5	71.5	1.0	1.5	NO
SR-78 EB Ramps to Thunder Drive	68.5	68.8	0.3	1.5	NO
Marron Road					
Western City Limit to College Boulevard	66.5	68.7	2.2	1.5	YES
Lake Boulevard					
College Boulevard to Thunder Drive	69.0	69.9	0.9	1.5	NO
Thunder Drive to Sundown Lane	69.0	69.9	0.9	1.5	NO
Sundown Lane to Sky Haven Lane	69.0	69.9	0.9	1.5	NO
Sky Haven Lane to Alameda Drive	70.8	71.8	1.0	1.5	NO
Alameda Drive to Cannon Road	70.9	71.8	0.9	1.5	NO
Cannon Road					
Western Terminus to Melrose Drive	69.7	73.7	4.0	1.5	YES
N. Coast Highway					
Northern City Limit to SR-76	66.0	67.0	1.0	1.5	NO
SR-76 to Mission Avenue	67.9	69.6	1.7	1.5	YES
Mission Avenue to Seagaze Drive	69.1	70.4	1.3	1.5	NO
S. Coast Highway					
Seagaze Drive to Wisconsin Avenue	69.1	70.4	1.3	1.5	NO
Wisconsin Avenue to Oceanside Boulevard	70.7	71.1	0.4	1.5	NO
Oceanside Boulevard to Morse Street	70.3	71.3	1.0	1.5	NO
Morse Street to Vista Way	70.2	71.3	1.1	1.5	NO
Vista Way to Southern City Limit	69.8	70.6	0.8	1.5	NO
Horne Street					
Civic Center Drive to Pier View Way	63.0	64.2	1.2	3	NO
Pier View Way to Mission Avenue	65.0	66.0	1.0	3	NO
Mission Avenue to Seagaze Drive	62.2	63.4	1.2	3	NO
Canyon Drive					
SR-76 to Mission Avenue	69.2	69.9	0.7	1.5	NO
Mission Avenue to Oceanside Boulevard	66.3	68.4	2.1	1.5	YES
Crouch Street					
Canyon Drive to Oceanside Boulevard	65.1	66.0	0.9	1.5	NO
Oceanside Boulevard to Skylark Drive	65.6	66.2	0.6	1.5	NO
Skylark Drive to Grandview Street	62.6	63.2	0.6	3	NO
Foussat Road					
Alex Road to SR-76	66.4	68.6	2.2	1.5	YES
SR-76 to Mission Avenue	68.5	70.8	2.3	1.5	YES
Mission Avenue to Oceanside Boulevard	63.9	65.8	1.9	3	NO
Jefferson Street					

Table 4.13-8 Changes in Vehicle Traffic Noise					
Roadway / Segment	Baseline Year 2016 Noise Level (CNEL at 50 feet)	GPU Year 2050 Noise Level (CNEL at 50 feet)	Change in Noise (dB)	Limit	Significant?
Vista Way to SR-78 WB Ramps	70.6	71.9	1.3	1.5	NO
SR-78 WB Ramps to SR-78 EB Ramps	72.8	73.7	0.9	1.5	NO
SR-78 EB Ramps to Southern City Limits	68.9	69.9	1.0	1.5	NO
El Camino Real					
Douglas Drive to Mission Ave	70.8	71.5	0.7	1.5	NO
Mission Avenue to Mesa Drive	73.6	74.9	1.3	1.5	NO
Mesa Drive to Oceanside Boulevard	75.4	75.8	0.4	1.5	NO
Oceanside Boulevard to Fire Mountain Drive	75.9	77.1	1.2	1.5	NO
Fire Mountain Drive to Via Las Rosas	75.9	77.1	1.2	1.5	NO
Via Las Rosas to Vista Way	76.0	76.9	0.9	1.5	NO
Vista Way to SR-78 WB Ramps	75.6	76.1	0.5	1.5	NO
SR-78 WB Ramps to SR-78 EB Ramps	75.2	75.5	0.3	1.5	NO
Douglas Drive					
Vandegrift Boulevard to Via Malaguena	68.5	69.1	0.6	1.5	NO
Via Malaguena to Cardiff Bay Drive	68.5	69.1	0.6	1.5	NO
Cardiff Bay Drive to Festival Drive	69.8	70.4	0.6	1.5	NO
Festival Drive to N. River Road	69.8	73.4	3.6	1.5	YES
N. River Road to Old River Street	76.1	76.5	0.4	1.5	NO
Old River Street to Pala Road	75.9	76.6	0.7	1.5	NO
Pala Road to El Camino Real	76.0	76.7	0.7	1.5	NO
El Camino Real to Mission Ave	72.4	72.9	0.5	1.5	NO
Mission Avenue to SR-76	72.4	72.5	0.1	1.5	NO
Rancho Del Oro Drive					
Mission Avenue to SR-76	69.1	70.2	1.1	1.5	NO
SR-76 to Mesa Drive	71.6	72.9	1.3	1.5	NO
Mesa Drive to Ocean Ranch Boulevard	72.4	73.7	1.3	1.5	NO
Ocean Ranch Boulevard to Senior Center Dr.	73.0	73.8	0.8	1.5	NO
Senior Center Drive to Oceanside Boulevard	73.2	74.3	1.1	1.5	NO
Oceanside Boulevard to Vista Del Oro Drive	70.8	74.8	4.0	1.5	YES
Vista Del Oro Drive to Vista Way	70.8	75.1	4.3	1.5	YES
Vista Way to SR-78	0.0	73.3	73.3	5	YES
Old Grove Road					
Frazee Road to SR-76	67.2	67.3	0.1	1.5	NO
SR-76 to Mission Avenue	68.8	69.3	0.5	1.5	NO
Mission Avenue to Mesa Drive	69.2	70.5	1.3	1.5	NO
Mesa Drive to College Boulevard	69.0	70.3	1.3	1.5	NO
Vandegrift Boulevard					
Northern City Limit to Douglas Drive	74.9	75.2	0.3	1.5	NO
Douglas Drive to N. River Road	76.1	77.0	0.9	1.5	NO
College Boulevard					
N. River Road to Adams Street	75.1	75.2	0.1	1.5	NO
Adams Street to SR-76	76.2	76.4	0.2	1.5	NO
SR-76 to Frazee Road	75.4	76.0	0.6	1.5	NO
Frazee Road to Mesa Drive	75.7	76.3	0.6	1.5	NO
Mesa Drive to Old Grove Road	75.4	76.1	0.7	1.5	NO
Old Grove Road to Avenida De La Plata	75.4	76.1	0.7	1.5	NO
Avenida De La Plata to Oceanside Boulevard	75.4	76.3	0.9	1.5	NO

Table 4.13-8 Changes in Vehicle Traffic Noise					
Roadway / Segment	Baseline Year 2016 Noise Level (CNEL at 50 feet)	GPU Year 2050 Noise Level (CNEL at 50 feet)	Change in Noise (dB)	Limit	Significant?
Oceanside Boulevard to Olive Avenue	76.6	77.4	0.8	1.5	NO
Olive Drive to Thunder Drive	75.1	76.3	1.2	1.5	NO
Thunder Drive to Marvin Street	74.6	75.7	1.1	1.5	NO
Marvin Street to Waring Road	75.8	76.8	1.0	1.5	NO
Waring Road to Vista Way	73.7	73.9	0.2	1.5	NO
Vista Way to SR-78 EB Off-Ramp	74.9	75.2	0.3	1.5	NO
SR-78 EB Off-Ramp to Haymar Dr./Plaza Dr.	74.7	75.1	0.4	1.5	NO
Plaza Drive to Lake Boulevard	73.4	74.6	1.2	1.5	NO
Lake Boulevard to Southern City Limits	75.6	76.4	0.8	1.5	NO
Wilshire Road					
Northern Terminus to N. River Road	59.6	60.3	0.7	5	NO
N. Santa Fe Avenue					
SR-76 to Mesa Drive	74.5	75.1	0.6	1.5	NO
Mesa Drive to N. Melrose Drive	74.8	75.3	0.5	1.5	NO
N. Melrose Drive to Eastern City Limits	71.4	73.1	1.7	1.5	YES
Melrose Drive					
Northern terminus to SR-76	64.4	71.0	6.6	3	YES
SR-76 to Old Ranch Road	68.3	69.1	0.8	1.5	NO
Old Ranch Road to Spur Avenue	68.3	69.8	1.5	1.5	YES
N. Santa Fe Drive to Sagewood Drive	72.1	72.6	0.5	1.5	NO
Sagewood Drive to Meadowbrook Drive	72.3	73.9	1.6	1.5	YES
Meadowbrook Drive to Oceanside Boulevard	72.7	74.1	1.4	1.5	NO
Oceanside Boulevard to Southern City Limits	72.6	75.4	2.8	1.5	YES
Sleeping Indian Road					
Northern City Limit to N. River Road	60.7	66.0	5.3	3	YES
I-5					
Southern City Limits to SR-78	86.7	86.9	0.2	1.5	NO
SR-78 to Cassidy Street	86.7	87.0	0.3	1.5	NO
Cassidy Street to California Street	86.7	87.1	0.4	1.5	NO
California Street to Oceanside Boulevard	86.7	87.1	0.4	1.5	NO
Oceanside Boulevard to Mission Avenue	86.5	86.9	0.4	1.5	NO
Mission Avenue to SR-76	85.8	86.4	0.6	1.5	NO
SR-76 to Harbor Drive	85.6	86.5	0.9	1.5	NO
Harbor Drive to Northern City Limits	84.6	85.9	1.3	1.5	NO
SR-78					
I-5 to Jefferson Street	84.1	84.1	0.0	1.5	NO
Jefferson Street to El Camino Real	84.1	84.0	-0.1	1.5	NO
El Camino Real to Eastern City Limits	84.4	84.2	-0.2	1.5	NO

Based on the impact criteria above, GPU buildout would result in a significant noise increase over existing ambient noise levels at the following roadway segments:

- Frazee Road between SR-76 and College Boulevard
- Mission Avenue between Foussat Road and El Camino Real
- Oceanside Boulevard between Rancho Del Oro Drive and College Boulevard (no residential)

- Oceanside Boulevard between N. Melrose Drive and Eastern City Limits
- Marron Road between Western City Limit and College Boulevard (no residential)
- Cannon Road between Western Terminus and Melrose Drive
- N. Coast Highway between SR-76 and Mission Avenue
- Canyon Drive between Mission Avenue and Oceanside Boulevard
- Foussat Road between Alex Road and Mission Avenue (no residential)
- Douglas Drive between Festival Drive and N. River Road
- Rancho Del Oro Drive between Oceanside Boulevard and SR-78
- N. Santa Fe Avenue between N. Melrose Drive and Eastern City Limits
- Melrose Drive between Northern Terminus and SR-76
- Melrose Drive between Old Ranch Road and Spur Avenue
- Melrose Drive between Sagewood Drive and Meadowbrook Drive
- Melrose Drive between Oceanside Boulevard and Southern City Limits
- Sleeping Indian Road between North City Limits and N. River Road

Buildout of the adopted General Plan would result in the same significant noise increase at the following roadway segments:

- Cannon Road between Western Terminus and Melrose Drive
- Melrose Drive between Northern Terminus and SR-76

Except for the segments of Oceanside Boulevard between Rancho Del Oro Drive and College Boulevard, Marron Road between Western City Limit and College Boulevard, and Foussat Road between Alex Road and Mission Avenue, there are noise-sensitive residential uses located adjacent to each of these roadway segments. The GPU contains policies that would reduce impacts associated with vehicle traffic noise. For new noise-sensitive uses, HLC Goals 7-X and 7-Y require the City to consider noise levels when making land use decisions and minimize noise through noise reduction and suppression techniques. HLC Policies 7-158, 7-159, 7-160, 7-161, and SSCSP Policies EQ-25, and EQ-26 establish sound level limits and require noise reduction through site planning and architecture. Through implementation of these policies, noise levels at new noise-sensitive land uses would be evaluated and noise reduction techniques implemented to reduce noise exposure. For existing noise-sensitive land uses, HLC Policy 7-163 requires the City to regularly monitor noise levels near sensitive uses to assess efficacy of, or additional need for, traffic calming measures. However, the increase in ambient noise levels adjacent to the roadway segments listed above would likely remain at levels that would expose existing noise-sensitive receptors to a significant increase in ambient noise levels.

Land Use Compatibility

Future vehicle traffic noise contours are shown in Figure 4.13-4. A significant impact would occur if implementation of the project resulted in an exposure of people to current or future motor vehicle traffic noise levels that exceed standards established in the HLC (see Table 4.13-6).

The GPU land use plan proposes a variety of land uses, including residential, retail, office, industrial, and hotels. Most of the land use designations included in the GPU have been carried forward from the existing General Plan. The GPU primarily focuses future development and redevelopment within proposed Areas of Change. As shown in Figure 4.13-4, Areas of Change are located adjacent to

freeways and other heavily traveled roadways. Noise-sensitive uses that are developed near higher-volume roadways could experience noise levels in excess of the proposed GPU noise standards.

The GPU contains policies that would reduce impacts associated with land use compatibility. HLC Policy 7-158 requires the use of the sound level matrix and future noise contour map to determine acceptability of a proposed land use. HLC Policy 7-159 seeks to limit new noise-sensitive uses where noise levels are higher if alternative locations are available. HLC Policies 7-160 and 7-161 establishes exterior and interior noise level standards and requires noise-attenuation through site planning and architecture. For the SSCSP, Policy EQ-25 also requires site design measures and architecture to reduce noise exposure and Policy EQ-26 requires noise-rated development in accordance with the California Code of Regulations for residential development located within the 65 CNEL contour. Additionally, all future development located in areas where exterior noise levels exceed the land use compatibility standards, site-specific interior noise analyses demonstrating compliance with the interior noise standards of Title 24 would be required. These requirements for site-specific noise analyses would be implemented through submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 CNEL. Through implementation of this regulatory framework, exterior and interior traffic noise associated with new development would not expose existing noise-sensitive receptors to a significant increase in ambient noise levels.

b. Railroad Noise

Oceanside Transit Center accommodates four separate rail lines in the Planning Area – North County Transit District's Coaster and Sprinter as well as Metrolink's Orange County Line and Inland Empire–Orange County Line and Amtrak's Surfliner. The Coaster commuter rail service operates between the Oceanside Transit Center and the Santa Fe Depot in San Diego. The route follows the South Coast Highway within the City. The Sprinter hybrid-rail system connects Oceanside at the Oceanside Transit Center to Escondido via the SR-78 corridor. The Metrolink Orange County Line is a commuter rail line that runs from the Oceanside Transit Station through Orange County to Union Station in Downtown Los Angeles. The route alignment generally follows the I-5 corridor to Union Station. The Metrolink Inland Empire–Orange County Line is a commuter rail line that runs from the Oceanside Transit Center through Orange County to San Bernardino. The Pacific Surfliner is an intercity rail line that runs between the Santa Fe Depot in Downtown San Diego along the Highway 101 corridor to the Oceanside Transit Center and then to the north through Orange County, Los Angeles, and Ventura County, terminating in San Luis Obispo. Additionally, freight trains utilize the north-south railroad tracks during the nighttime hours. The number of Sprinter, Amtrak, and Metrolink trains that operate during the daytime and nighttime hours were obtained from published schedules. It was assumed that one freight train per hour would operate during the night. Noise associated with railroad operations was modeled using the FTA recommended Chicago Rail Efficiency and Transportation Efficiency (CREATE) railroad noise model (Harris Miller & Hanson, Inc. 2006). All trains were modeled at 60 miles per hour (mph). Noise contour distances were calculated assuming flat-site conditions and no intervening buildings that would provide noise attenuation. The railroad noise level at 50 feet as well as the noise contour distances are summarized in Table 4.13-9.

Table 4.13-9 Railroad Noise Contour Distances						
Location	Trains	Noise Level at 50 feet (CNEL)	Distance to Noise Contour (feet)			
			75 CNEL	70 CNEL	65 CNEL	60 CNEL
South of Oceanside Transit Center	Coaster, Amtrak Pacific Surfliner, Freight	75	49	155	490	1,551
North of Oceanside Transit Center	Metrolink Orange County and Inland Empire-Orange County Lines, Amtrak Pacific Surfliner, Freight	75	53	168	531	1,678
East of Oceanside Transit Center	Sprinter	65	5	16	50	157
CNEL = community noise equivalent level.						

As shown in Table 4.13-9, noise-sensitive receivers in the vicinity of the railroad tracks could be exposed to noise levels that exceed the compatibility standards (see Table 4.13-6). However, as previously discussed, the GPU contains policies that would reduce impacts associated with land use compatibility. The goals, policies, and noise reduction measures discussed in Section 4.13.4.2.a, Land Use Compatibility, also apply to noise levels generated by railroad operations. Additionally, HLC Policy 7-164 requires the City to work with railroad service providers and the Federal Railroad Administration to establish Quiet Zones in the City where trains do not routinely sound their horns at grade crossings. Implementation of these policies would ensure that new development located in the vicinity of the railroad tracks would be designed to reduce noise levels to the City's compatibility standards and would reduce nuisance noise generated by train warning horns.

c. Stationary Noise

A significant impact would occur if implementation of the project resulted in the exposure of people to noise levels that violate the regulations contained in the City's Code of Ordinances Chapter 38, Noise Control Ordinance. Stationary sources of noise include activities associated with a given land use. The City includes multiple land uses, including residential, commercial, industrial, and mixed-use land uses. Various land uses contain on-site stationary noise sources, including rooftop heating, ventilation, and air conditioning (HVAC) equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and recreation activities. Noise sources from industrial uses would include mechanical equipment, generators, and trucks. Potential noise conflicts could occur in mixed-use areas where residential uses are located in close proximity to industrial, commercial, and retail uses. Stationary noise is considered a "point source" and attenuates over distance at a rate of 6 dB(A) for each doubling of distance. The exact location and nature of future stationary noise sources is not known at this time, and therefore cannot be calculated in this analysis. Impacts were assessed in this analysis by identifying potential types of stationary sources and locations of mixed-use land use interfaces and identifying applicable regulations and mitigation framework for addressing impacts.

Noise levels within the City are currently dominated by vehicle traffic on freeways and heavily traveled area roadways, and would continue to be the primary source of noise under buildout of the GPU. The type of land uses proposed under the GPU would be similar to the land uses that currently exist. Therefore, future noise levels from stationary sources throughout the City would not be expected to

increase the hourly or daily average sound level with respect to current conditions. While noise-sensitive residential land uses would be exposed to noise associated with the operation of commercial and industrial uses, future development would be required to show compliance with the City's Noise Control Ordinance. As detailed in Section 4.13.2.3, the City regulates specific noise level limits allowable between land uses including limits on hours of operation for various noise-generating activities, guidance for measuring potential noise violations, and violation procedures. Additionally, HLC Policy 7-158 establishes and enforces allowable noise limits for daytime and nighttime levels (see Table 4.13-6). SSCSP Policy EQ-27 requires that commercial and industrial loading docks within the SSCSP Planning Area be oriented away from and shielded sensitive receptors. Enforcement of the Noise Control Ordinance of the City's Code of Ordinances and GPU policies would ensure that future development would not result in a substantial permanent increase in ambient noise levels.

d. Construction Noise

Future development implemented under the GPU could result in a temporary ambient noise increase due to construction activities. Due to the developed nature of the City, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be located in proximity to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition; land clearing, grading, and excavation; erection). Construction noise would be short term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and the use of power tools. Noise would also be generated by construction equipment use, including earthmovers, material handlers, and portable generators, and could reach high noise levels for brief periods. Noise levels generated by typical construction equipment are summarized in Table 4.13-10.

Table 4.13-10
Typical Construction Equipment Noise Levels

Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%

Table 4.13-10 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Generator (25 kilovolt ampts or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
SOURCE: FHWA 2006. dB(A) = A-weighted decibels L_{eq} = one-hour equivalent noise level.		

Construction equipment would generate maximum noise levels between 70 and 95 dB(A) L_{max} at 50 feet from the source when in operation. During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Average construction noise levels were calculated for the simultaneous operation of three common pieces of construction equipment: backhoe, excavator, and loader. The usage factors were applied to the maximum noise level at 50 feet for each piece of equipment, and then noise levels were added logarithmically. Hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Construction noise levels of 83 dB(A) L_{eq} at 50 feet would attenuate to 80 dB(A) L_{eq} at 70 feet. Noise levels would vary depending on the nature of the construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers.

The City regulates construction noise through Section 38.17(h) of the Noise Control Ordinance by limiting construction activities to 7:00 a.m. to 10:00 p.m. from Monday through Saturday. Additionally, HLC Policy 7-165 states that the City will "[a]ddress appropriate construction noise and vibration control measures, standards, and monitoring procedures for future development in the City's Municipal Code to reduce impacts to nearby uses." Through implementation of the Noise Control

Ordinance and HLC 7-165, construction noise impacts associated with future development implemented under the GPU would not result in significant ambient noise levels.

4.13.4.3 Significance of Impacts

a. Vehicle Traffic Noise

Increase in Ambient Noise

GPU buildout would result in a significant noise increase over existing ambient noise levels at several roadway segments. With the exception of the segments of Oceanside Boulevard between Rancho Del Oro Drive and College Boulevard, Marron Road between Western City Limit and College Boulevard, and Foussat Road between Alex Road and Mission Avenue, there are noise-sensitive residential uses located adjacent to each of these roadway segments. The GPU contains goals and policies that would reduce noise levels at new noise-sensitive development. However, existing land uses would be exposed to significant increase in ambient noise. Impacts to existing noise-sensitive land uses would be significant.

Land Use Compatibility

The GPU contains policies that would reduce impacts associated with land use compatibility. Through implementation of this regulatory framework, along with site-specific noise analyses as required by Title 24 to demonstrate interior noise levels of 45 CNEL, exterior and interior traffic noise impacts associated with new development would be less than significant.

b. Railroad Noise

Noise-sensitive receivers in the vicinity of the railroad tracks could exceed the compatibility standards. However, as previously discussed, the GPU contains policies that would reduce impacts associated with land use compatibility. Through implementation of this regulatory framework, railroad noise impacts associated with new development would be less than significant.

c. Stationary Noise

Enforcement of the Noise Control Ordinance of the City's Code of Ordinances and GPU policies would ensure that future development would not result in a substantial permanent increase in ambient noise levels, and impacts associated with stationary sources of noise would be less than significant.

d. Construction Noise

The City regulates construction noise through Section 38.17(h) of the Noise Control Ordinance by limiting construction activities to 7:00 a.m. to 10:00 p.m. from Monday through Saturday Through implementation of the Noise Control Ordinance and HLC Policy 7-165, construction noise impacts associated with future development implemented under the GPU would be less than significant.

4.13.4.4 Mitigation

a. Traffic Noise

Increase in Ambient Noise

Impacts associated with the increase in ambient noise would be significant without mitigation. For existing noise sensitive land uses, possible noise-reduction measures would include retrofitting older structures with acoustically rated windows and doors featuring higher Sound Transmission Class ratings, which is a measure of exterior noise reduction performance. However, there is no mechanism in place for implementing such a retrofit program. Because the significant noise impacts would be to existing homes and other noise-sensitive uses in an already urbanized area, there is no feasible mitigation.

Land Use Compatibility

Impacts would be less than significant. No mitigation is required.

b. Railroad Noise

Impacts would be less than significant. No mitigation is required.

c. Stationary Noise

Impacts would be less than significant. No mitigation is required.

d. Construction Noise

Impacts would be less than significant. No mitigation is required.

4.13.4.5 Significance of Impacts after Mitigation

Impacts to existing sensitive land uses located in areas that would experience a significant increase in ambient noise levels exceeding the applicable land use and noise compatibility level would be significant and unavoidable at this program level of review.

4.13.5 Groundborne Vibration and Noise

4.13.5.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to groundborne vibration and noise are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Result in generation of excessive groundborne vibration or ground borne noise levels?

4.13.5.2 Impact Analysis

a. Construction

Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some development sites, and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

As with any type of construction, vibration levels during any phase may at times be perceptible. However, non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high power tools) would be intermittent and would only occur for short periods of time for any individual development site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception.

Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs within close proximity of structures. As shown in Table 4.13-10, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA criteria for architectural damage (e.g., 0.12 PPV for fragile or historical resources, 0.2 PPV for non-engineered timber and masonry buildings, and 0.3 PPV for engineered concrete and masonry). Construction details and equipment for future project level development is not known at this time. However, the GPU contains Policy 7-H which requires the City to address appropriate construction noise and vibration control measures, standards, and monitoring procedures for future development in the City's Code of Ordinances to reduce impacts to nearby uses. With implementation of this policy, future development would be required to implement vibration control measures during construction, thereby ensuring that construction vibration impacts would not be excessive.

b. Railroad

As discussed in Section 4.13.4, the Coaster, Sprinter, Amtrak Surfliner, Metrolink, and freight trains operate within the Planning Area. Construction of vibration-sensitive uses in close proximity to railroad tracks can cause rattling windows and vibration of floors. Train vibration depends upon a variety of factors. The weight of the train, the travel speed, the condition of the track, and the character of the subsoil all affect the observed vibration level. Vibration impacts due to the proximity of land uses to the rail corridor were analyzed using the FTA criteria shown in Table 4.13-3. Based on published schedules, 78 Sprinter trains operated on the east-west railroad tracks. These are considered frequent events (more than 70 per day). 52 Coaster and Amtrak Surfliner trains and occasional freight trains operate on the north-south railroad tracks south of the Oceanside Transit Center, and 35 Metrolink and Amtrak Surfliner trains and occasional freight trains operate on the north-south railroad tracks north of the Oceanside Transit Center. These are considered occasional

events (30 to 70 per day). As shown in Table 4.13-3, a significant vibration impact may occur if Category 1, 2, and 3 land uses are exposed to vibration levels of 65, 72, and 75 vibration decibels (VdB), respectively, for frequent events, and 65, 75, and 78 VdB, respectively, for occasional events.

Figure 4.13-5 shows the generalized ground surface vibration curves that are based on measurements of ground-borne vibration at representative North American transit systems (FTA 2018). These curves can be used to represent vibration characteristics for standard transportation systems. Using these curves, it was determined that Category 1 land uses would be exposed to significant vibration levels within approximately 350 feet of the north-south railroad tracks and 140 feet of the east-west Sprinter railroad tracks, Category 2 land uses would be exposed to significant vibration levels within approximately 140 feet of the north-west railroad tracks and 60 feet of the east-west Sprinter railroad tracks, and Category 3 land uses would be exposed to significant vibration levels within approximately 120 feet of the north-west railroad tracks and 40 feet of the east-west Sprinter railroad tracks. In order to reduce these impacts, the SSCSP contains Policy EQ-28 that would limit land uses within these screening distances unless vibration isolation construction is undertaken. Through implementation of this policy, railroad vibration impacts would not be excessive.

c. Stationary Sources

Industrial manufacturing operations occasionally utilize equipment or processes that have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of industrial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Residential and commercial uses do not typically generate vibration. Therefore, vibration impacts associated with stationary sources would not be excessive.

Source: FTA Report No. 0123, 2018

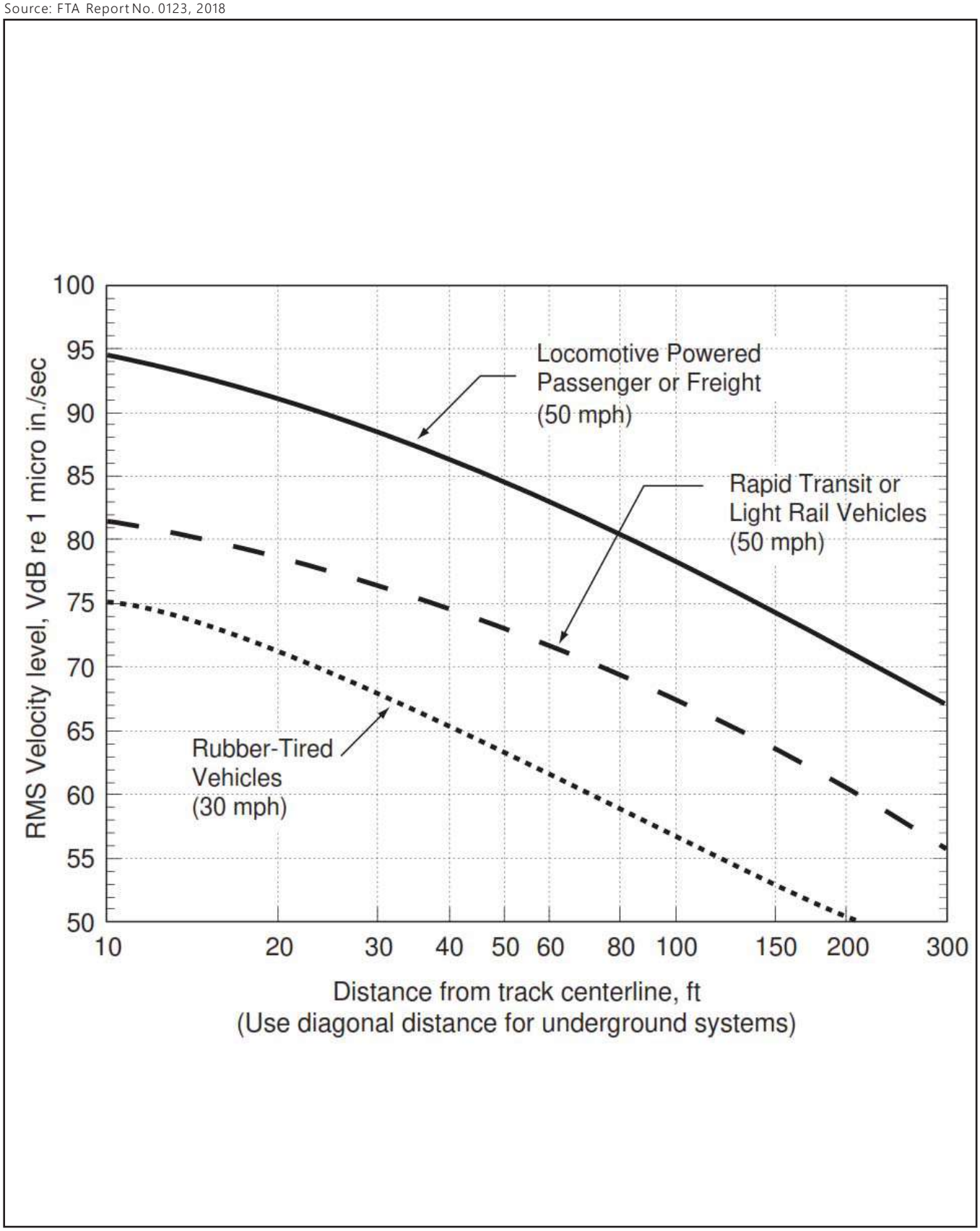


FIGURE 4.13-5
Generalized Ground Surface Vibration Curve

4.13.5.3 Significance of Impacts

a. Construction

The GPU contains HLC Policy 7-165 which requires the City to address appropriate construction noise and vibration control measures, standards, and monitoring procedures for future development in the City's Code of Ordinances to reduce impacts to nearby uses. With implementation of this policy, future development would be required to implement vibration control measures during construction, thereby reducing construction vibration impacts to a level less than significant.

b. Railroad

The SSCSP contains Policy EQ-28 that would limit land uses within these screening distances unless vibration isolation construction is undertaken. Through implementation of this policy, railroad vibration impacts would be less than significant.

c. Stationary Sources

Vibration impacts associated with stationary sources would be less than significant.

4.13.5.4 Mitigation

a. Construction

Impacts would be less than significant. No mitigation is required.

b. Railroad

Impacts would be less than significant. No mitigation is required.

c. Stationary Sources

Impacts would be less than significant. No mitigation is required.

4.13.6 Aircraft Noise

4.13.6.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to aircraft noise are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and expose people residing or working in the area to excessive noise levels?

4.13.6.2 Impact Analysis

The Oceanside Municipal Airport is located in the northwest portion of the Planning Area north of SR-76, south of the San Luis Rey River, and east of Benet Road. Airport noise contours are shown in Figure 4.13-3 and the San Diego County ALUC noise compatibility criteria is shown in Table 4.13-4. Based on these airport contours, no residential portions of the Planning Area are located within the modeled airport noise contours. The quietest modeled contour, 60 CNEL, is considered the maximum acceptable level in the ALUCP for new residential uses. Except for a few commercial parcels and open space areas, all Planning Area uses are outside of this contour and thus experience noise levels that are lower than 60 CNEL from the Oceanside Municipal Airport. All commercial and industrial parcels are located outside the 65 CNEL noise contour, and all industrial uses are located outside the 70 CNEL. Therefore, these uses would also be compatible with ALUCP standards. Occasional aircraft overflight noise may be audible to people in the Planning Area. However, 24-hour average noise levels from airport operations in the Planning Area are compatible with the ALUCP.

4.13.6.3 Significance of Impacts

Land uses would not be exposed to airport noise levels that exceed the ALUCP noise compatibility criteria. Impacts associated with airport noise would be less than significant.

4.13.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.13.7 Cumulative Analysis

The analysis of vehicle traffic noise is cumulative in nature because the analysis considers noise impacts associated with buildout of the City and the traffic assumptions used in the analysis include cumulative traffic associated with regional growth. Cumulatively, there would be a substantial amount of additional new future development and associated travel demand within the City and in the surrounding region. The residences and other sensitive land uses located along most of the City roadways are currently affected by the existing traffic noise, and cumulative growth would result in an increase in ambient noise. Therefore, noise impacts associated with ambient noise increases and land use compatibility would be cumulatively considerable. Because the significant noise impacts would be to existing homes and other noise-sensitive uses in an already urbanized area, there is no feasible mitigation. Cumulative impacts would remain significant and unavoidable.

Stationary source of noise, construction noise, and vibration are generally localized impacts that do not have regional or cumulative considerations. Noise sources associated with past, present, and future development in the region include construction equipment, landscape and building maintenance activities, mechanical equipment, solid waste collection, parking lots, commercial, office, and industrial activities, and residential, school, and recreation activities and events. Noise sources that are adjacent to one another could combine to increase cumulative noise levels.

However, through enforcement of the City's Noise Ordinance, cumulative stationary, construction, and vibration noise impacts would be less than significant.

4.14 Population and Housing

This section addresses potential project impacts related to population and housing that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes and update of the City's General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change".

This section is based on data available from the California Department of Finance (DOF), San Diego Association of Governments (SANDAG), the City's 2021-2029 Housing Element (HEU), and research performed in the preparation of the GPU.

4.14.1 Existing Conditions

4.14.1.1 Population and Housing Trends

SANDAG is the metropolitan planning organization responsible for developing demographic projections, including population, household, and employment projections, for the 19 jurisdictions in the County, including the City of Oceanside. Regional and City population and housing trends are discussed further below.

a. Population

Region

SANDAG anticipates 3.7 million people will be living in the San Diego region, an increase of approximately 13 percent, by the year 2050. With this population growth, there is an expectation of a need for 440,000 more jobs and 274,000 more homes. To accommodate anticipated growth and to meet 2021 Regional Transportation Plan (RTP; see 4.14.2.2.a) goals for healthier air and reduced greenhouse gas emissions, SANDAG seeks to focus growth and development in the region's urbanized areas, where there are existing and planned infrastructure and transportation options (SANDAG 2021a).

City of Oceanside

SANDAG developed a set of regional projections for the year 2050 as part of its Series 14 Regional Growth Forecast. Table 4.14-1 presents SANDAG growth projections for population, households, and jobs within the City through 2050. These projections provide a gauge for City planning to accommodate forecasted population and housing, including the level of housing that would be

needed to satisfy future Regional Housing Needs Assessments (RHNA) beyond the 2021-2029 HEU cycle. It is noted that SANDAG is currently working on Series 15 growth projections, which would ultimately replace Series 14, and would be used to inform the 2025 Regional Plan. At the time of drafting this PEIR, the Series 15 forecast data was not final. However, draft growth projections are included in Table 4.14-1 for informational and comparative purposes. , the draft projections, expected to be adopted in late 2024 are more closely aligned to the GPU

Table 4.14-1
SANDAG Growth Projections for City of Oceanside

	Existing (2016)	SANDAG Projected-Series 14 (2050)	SANDAG Projected-Draft Series 15 (2050)[1]	Incremental Increase (based on Series 14)
Population	176,666	184,283	183,497	7,617
Residential Units	68,851	71,359	81,613	2,508
Employment	47,256	50,756	65,345	3,500

SOURCE: SANDAG 2021b.
[1]SANDAG 2024a

b. Housing

Region

As of 2016, there are 1,190,555 existing housing units in the San Diego region. Between 1950 and 2019, the housing supply has not kept pace with the growing population of the San Diego region, resulting in rising housing prices. Consequently, the State of California faces a persistent housing crisis, and San Diego County is no exception. More affordable housing is needed for extremely low, very low-, low-, and middle-income households. Steps at the local, regional, and state level are being taken to address the availability and affordability of housing. By 2050, the regional housing supply is forecasted to increase by 208,744 to 1,471,299, which would be 23.6 percent growth above the current regional population (SANDAG 2021b).

During the RHNA process, California Department of Housing and Community Development (HCD) determined that 171,685 housing units would need to be planned for in the San Diego region over the 2021-2029 Housing Element cycle (SANDAG 2021b).

City of Oceanside

Pursuant to the HEU, the City is estimated to currently accommodate 66,475 housing units, consisting of 43,164 single-family detached homes (65.0 percent), 20,156 multi-family dwelling units (31.0 percent), and 3,107 (5.0 percent) mobile homes. Compared to the region, the City has a higher percentage of single-family units and a similar percentage of multi-family units (City of Oceanside 2022:Table 9). The current overall vacancy rate in Oceanside is estimated at 7.0 percent. Based on the number of occupied units and household populations, the number of people per household as estimated in the American Community Survey 2018 Census data is 2.83 persons (City of Oceanside 2022:Table 4). According to the most recent American Community Survey (2020), people per

household in the City is estimated to be 2.8 which is similar to the American Community Survey 2018 Census data.

The total housing growth need allocated to the City for the 2021-2029 Housing Element is 5,443 units. This total is distributed by income category as shown in Table 4.14-2.

Table 4.14-2
Oceanside Housing Growth Needs 2021-2029

Very Low	Low	Moderate	Above Mod	Total
1,268	718	883	2,574	5,443
23%	13%	16%	47%	100%

SOURCE: City of Oceanside 2022.

4.14.2 Regulatory Setting

4.14.2.1 State

a. Senate Bill 375 and Assembly Bill 1233

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, was passed in 2008. SB 375 focuses on reducing greenhouse gas emissions, as discussed further in Section 4.5. As a part of this effort, SB 375 requires that regional housing needs be addressed in conjunction with regional transportation in order to integrate housing, land use, and transportation planning together. In the San Diego region, this unified regional planning effort is completed by SANDAG via San Diego Forward.

Assembly Bill (AB) 1233 (enacted in 2005), requires each city or county in California to draft and implement a housing element as part of the General Plan for their jurisdiction. The housing elements provide an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs.

b. Regional Housing Needs Assessment

To respond to state population and household growth, and to ensure the availability of decent affordable housing for all income groups, the state enacted a law that requires SANDAG and other councils of governments to periodically distribute the state-identified housing need for their regions. As discussed in Section 3.2, local jurisdictions are required by state law (Government Code Section 65580 et seq.) to plan for their fair share of projected regional housing growth in their region over a specified planning period. Housing unit construction goals are set by the HCD and allocated to cities through regional planning agencies. HCD is responsible for determining this regional need, initiating the process by which each region must then distribute their share of statewide need to all jurisdictions within its region. See Table 4.14-2 for total RHNA allocations.

4.14.2.2 Regional

a. San Diego Forward: 2021 Regional Plan

The 2021 Regional Plan, adopted by the SANDAG Board of Directors on December 10, 2021, is a comprehensive regional planning document that sets the vision for the future of the San Diego region and includes various planning document components to guide future improvements to meet that vision. The Regional Plan is updated every four years and combines three planning documents that SANDAG must complete per state and federal laws: the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan. In addition, San Diego Forward addresses regional growth and housing needs utilizing regional growth forecast and the RHNA.

4.14.2.3 Local

a. City of Oceanside Housing Element

Consistent with state law, the City recently updated the General Plan Housing Element to serve the planning period of 2021-2029. The Housing Element evaluates City demographics, housing resources, and constraints on development to provide a detailed inventory of potential sites to serve projected housing needs. The Housing Element includes a Housing Action Plan which contains goals and policies to address housing-related issues during the 2021-2029 planning period. The primary goal of the Housing Action Plan is to ensure that reasonable housing is available at a cost that is affordable to all current and future residents.

4.14.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.14.3.1 Policy Framework

The City's policy framework is intended to minimize impacts associated with population and housing throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU provides direction for the City's ability to provide a range of housing options for community members fitting for its anticipated population growth.

Efficient Land Uses

- Policy 3-4: Employ zoning incentives, streamlined project review, and strategic public realm improvements to channel the bulk of new housing and non-residential development into already-urbanized areas currently served by infrastructure and transit.

4.14.4 Population Growth

4.14.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to population growth are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

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

4.14.4.2 Impact Analysis

SANDAG forecasting estimated an increase in population growth of approximately 7,616 by the year 2050. To accommodate this growth, HCD assigned a RHNA to the City of 5,443 units. The project would result in increased density within the Areas of Change and throughout the City, primarily within the SSCSP Planning Area. Specifically, as summarized in Tables 3-5 and 3-8, implementation of the GPU and SSCSP would result in the development potential of approximately 17,558 new residential units, 8,300 of which would be within the SSCSP Planning Area. Buildout of all potential residential units would result in population growth of 46,900. This estimated increase in population growth is greater than the current Series 14 regional growth forecasted by SANDAG. Table 4.14-3 compares existing residential units, population, and employment with projected buildout under the GPU.

Table 4.14-3
Citywide Buildout Summary (2050)

	Residential Units	Population	Jobs
Existing	66,592	176,666	48,199
GPU (2050)	84,150	224,235	76,599
Change	**17,558**	**47,569**	**28,400**

SOURCE: Dyett & Bhatia 2024.

Although Series 15 is in draft form, the project was compared to Series 15 for informational and comparative purposes. As shown in Table 4.14-1, under the draft Series 15 forecasts, SANDAG estimates the City's forecasted residential units, population, and jobs would be 81,613, 183,497, and 65,345, respectively.

As shown in Table 4.14-3, buildout of the GPU would result in development of 17,558 new homes, which is greater than SANDAG estimates for the City. This exceedance would provide a buffer in all income categories to ensure the City can navigate the no net loss provisions of the state Housing Element Law and have continued ability to meet the RHNA by income group throughout the planning period.

Table 4.14-4 compares SANDAG Series 14 growth projections with the anticipated growth associated with the GPU.

Table 4.14-4
SANDAG Growth versus GPU Projections

	SANDAG Projected Series 14 (2050)[1]	SANDAG Projected Draft Series 15 (2050)[2]	GPU Projected (2050)[3]	Incremental Difference between SANDAG Series 14 and GPU	Incremental Difference between SANDAG Draft Series 15 and GPU
Population	184,283	183,497	224,235	+ 39,952	+40,738
Residential Units	71,359	81,613	84,150	+ 12,791	+2,537
Employment	50,756	65.345	76,599	+ 25,843	+11,254

[1]SOURCE: SANDAG 2021b.
[2]SOURCE: SANDAG 2024a
[3]Dyett & Bhatia 2024.

As shown in Table 4.14-4, anticipated growth under the GPU would be greater than SANDAG projections under both Series 14 and draft Series 15. It is noted that estimates under the draft Series 15 are more closely aligned to the GPU buildout. The draft Series 15 is being used to inform the 2025 Regional Plan, which is estimated to be ready for public feedback Spring 2025 (SANDAG 2024b). Nonetheless, due to the draft nature of Series 15, this analysis is based on Series 14. This incremental difference between the SANDAG forecasts and GPU in population is due to the greater share of multi-family and mixed-use opportunities presented by the GPU and SSCSP compared to the existing General Plan land use plan. Additionally, the increase in GPU employment compared to SANDAG estimates is also due to increased mixed-use opportunities and improved commercial and industrial opportunities throughout the SSCSP Planning Area.

Furthermore, the GPU and SSCSP land use plans focus future development and redevelopment within the Areas of Change that consist of vacant or underutilized land along major transit corridors. Future development outside of the Areas of Change would occur in areas that are already served by infrastructure and would not require extensions into unserved portions of the City. Therefore, future infrastructure development would occur within areas already served by essential roads, utilities, and public services.

Overall, the GPU would provide increased housing and employment for future population and household growth compared to 2050 SANDAG projections, locating future development primarily along major transit corridors that are already served. Therefore, the project would not induce unplanned population growth.

4.14.4.3 Significance of Impacts

The project would not directly or indirectly induce population growth, but rather provide housing that would exceed forecasted growth. Impacts would be less than significant.

4.14.4.4 Mitigation

No impact would result. No mitigation is required.

4.14.5 Displace Housing or People

4.14.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to displacement of homes or people are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

4.14.5.2 Impact Analysis

Future development and redevelopment within the Areas of Change and throughout the City would be primarily located in commercial districts but would still have the potential to displace people and housing through demolition of existing residential structures. However, for each home that would be removed, more housing units would be provided in its place which would accommodate more people and ensure no net loss of housing. Further, per the provisions of Section 65590 of the State Government Code, referred to as the "Mello Act", the conversion or demolition of existing residential units in the coastal zone which are occupied by persons and families of low or moderate income shall not be permitted unless provisions have been made for replacement of those dwelling units which result in no net loss of affordable housing.

4.14.5.2 Significance of Impacts

The project would not permanently displace existing housing or people. Impacts would be less than significant.

4.14.5.3 Mitigation

No impact would result. No mitigation is required.

4.14.6 Cumulative Analysis

The study area considered for the population and housing cumulative impact analysis is defined as the region. Buildout of the project would respond to the City's allocation under RHNA and would accommodate the projected population growth in the region, consistent with adopted plans and

regional growth principles. The project would exceed SANDAG estimates allowing the City to meet RHNA allocations for this housing cycle, and through the year 2050. The City would have a buffer in all income categories to ensure the City can navigate the no net loss provisions of the state Housing Element law. Overall, the project would accommodate future housing and population demands. Therefore, the project would not contribute to a cumulative impact related to population and housing.

4.15 Public Services, Parks, and Recreation

This section addresses potential project impacts related to public services, parks, and recreational facilities that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the City's General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2 are referred to as the "Areas of Change."

4.15.1 Existing Conditions

4.15.1.1 Fire Protection

The Oceanside Fire Department (OFD) provides service to the community with 115 full-time fire fighters, 34 full- and part-time emergency medical technicians, seven full-time lifeguard personnel, 76 part-time lifeguard personnel, with an additional staff of eight providing administrative support. OFD supports eight fire stations, staffed with front line fire engines, one ladder truck, five ambulances, a reserve fleet, as well as other specialty apparatus and support equipment. Table 4.15-1 provides the addresses of existing fire stations throughout the City which are shown in Figure 4.15-1.

Table 4.15-1
Existing Fire Stations

Station Name	Address
Fire Station 1	714 Pier View Way
Fire Station 2	1740 South Ditmar Street
Fire Station 3	3101 Oceanside Boulevard
Fire Station 4	3990 Lake Boulevard
Fire Station 5	4841 North River Road
Fire Station 6	895 North Santa Fe Avenue
Fire Station 7	3350 Mission Avenue
Fire Station 8	1935 Avenida Del Oro, Suite F
SOURCE: Table 7-1, City of Oceanside 2021a.	

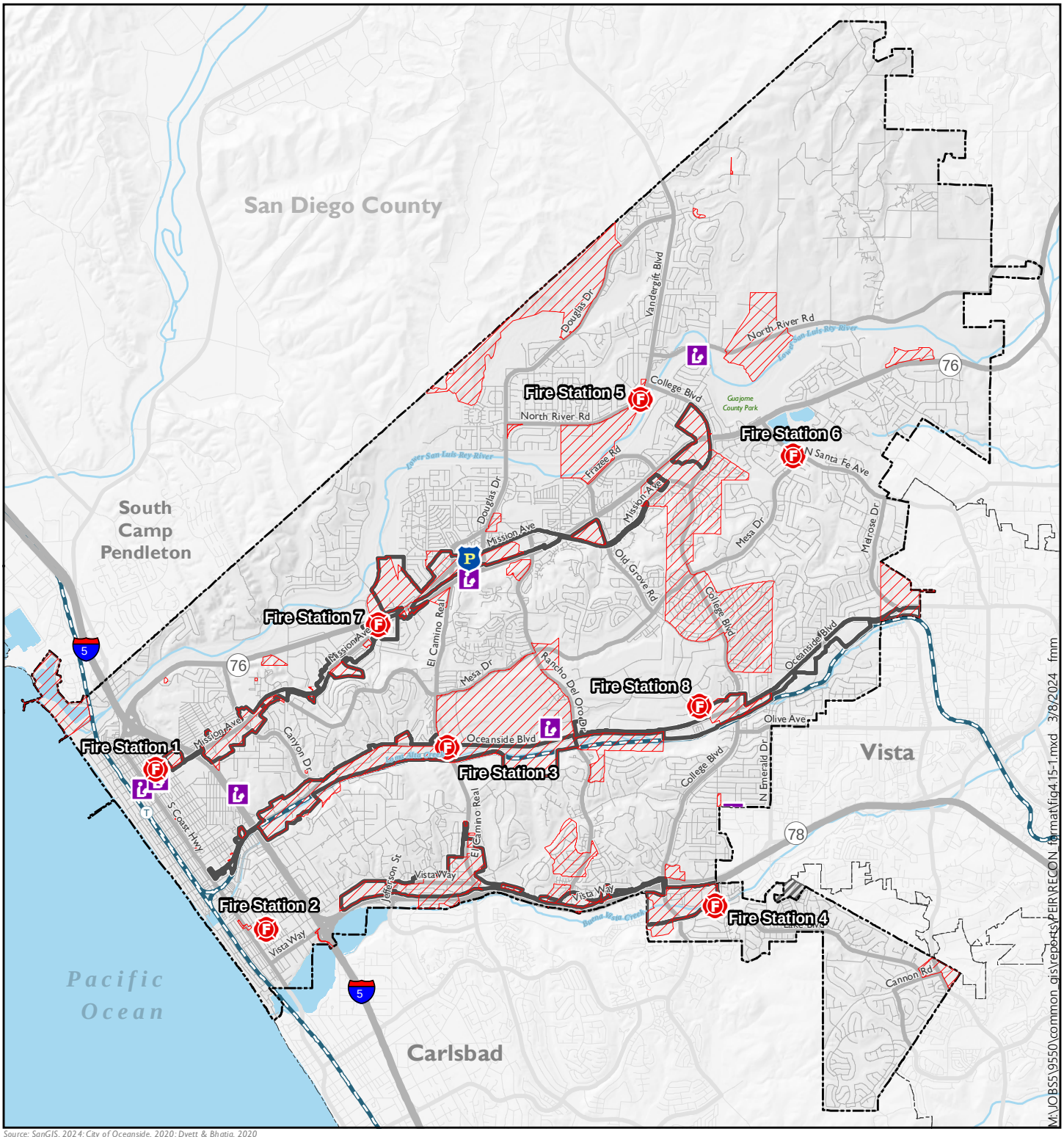


FIGURE 4.15-1
Existing Public Safety and Facilities

As shown in Figure 4.15-1, most of the City's fire stations are within the Areas of Change/SSCSP Planning Area.

As indicated on the OFD website, accessed November 11, 2023, OFD calls for service were as follows:

- Total responses – 24,173
- Fire responses – 382
- Emergency Medical responses – 17,005
- Investigation/Good intent – 3,517
- Service calls – 2,4,93
- False alarms – 749
- Hazardous condition - 108
- Ocean rescues – 2,190
- Other – 307

In addition to providing emergency response services to the community, OFD performs a number of non-emergency functions. These functions include fire investigations, plan checks for all new developments, fire prevention inspections, and public education and informational programs (OFD 2023).

The City participates in Automatic Aid Agreements within San Diego County and is a participant in the statewide Mutual Aid Agreement. This allows the OFD to provide and receive all-risk assistance across the state of California. With Automatic Aid, the OFD and its neighbors operate using the principle of closest available resource regardless of jurisdictional boundary. This improves response times and service to the community. Furthermore, participation in this program helps provide adequate fire station service area coverage and response times to all portions of the City.

In 2005, the City Council adopted a resolution establishing an expectation that OFD respond to "Priority 1" level fire and emergency medical services calls within five minutes 90 percent of the time. The City has found that it increasingly difficult to meet this response time standard, especially within the downtown core and select portions of the City (City of Oceanside 202a).

4.15.1.2 Police Protection

The Oceanside Police Department (OPD) provides services to the community with 219 sworn police officers and 115 professional staff members. The OPD handles approximately 110,000 calls for service each year (OPD 2023). The police department headquarters is located at 3855 Mission Avenue, Oceanside, California 92054 (see Figure 4.15-1).

The OPD has a goal to maintain a response time standard of five minutes for all Priority I and II emergency service calls (City of Oceanside 2021a). Table 4.15-2 indicates that the OPD has been meeting these response time goals as of 2019 (City of Oceanside 2022).

Table 4.15-2 OPD Response Times		
Call Priority	Average Response Times Goals	Actual Average Response Times
Priority E – Imminent threat to life	Within 5 minutes	3 minutes, 45 seconds
Priority 1 – Serious crimes in progress	Within 5 minutes	3 Minutes, 45 seconds
Priority 2 – Less serious crimes	Within 10 minutes	8 Minutes, 40 seconds
Priority 3 – Minor crimes/requests that are not urgent	Within 60 minutes	17 Minutes, 20 seconds
Priority 4 – Minor requests for police services	17 Minutes, 20 seconds	17 Minutes, 20 seconds
SOURCE: City of Oceanside 2022, Table 4.13-1.		

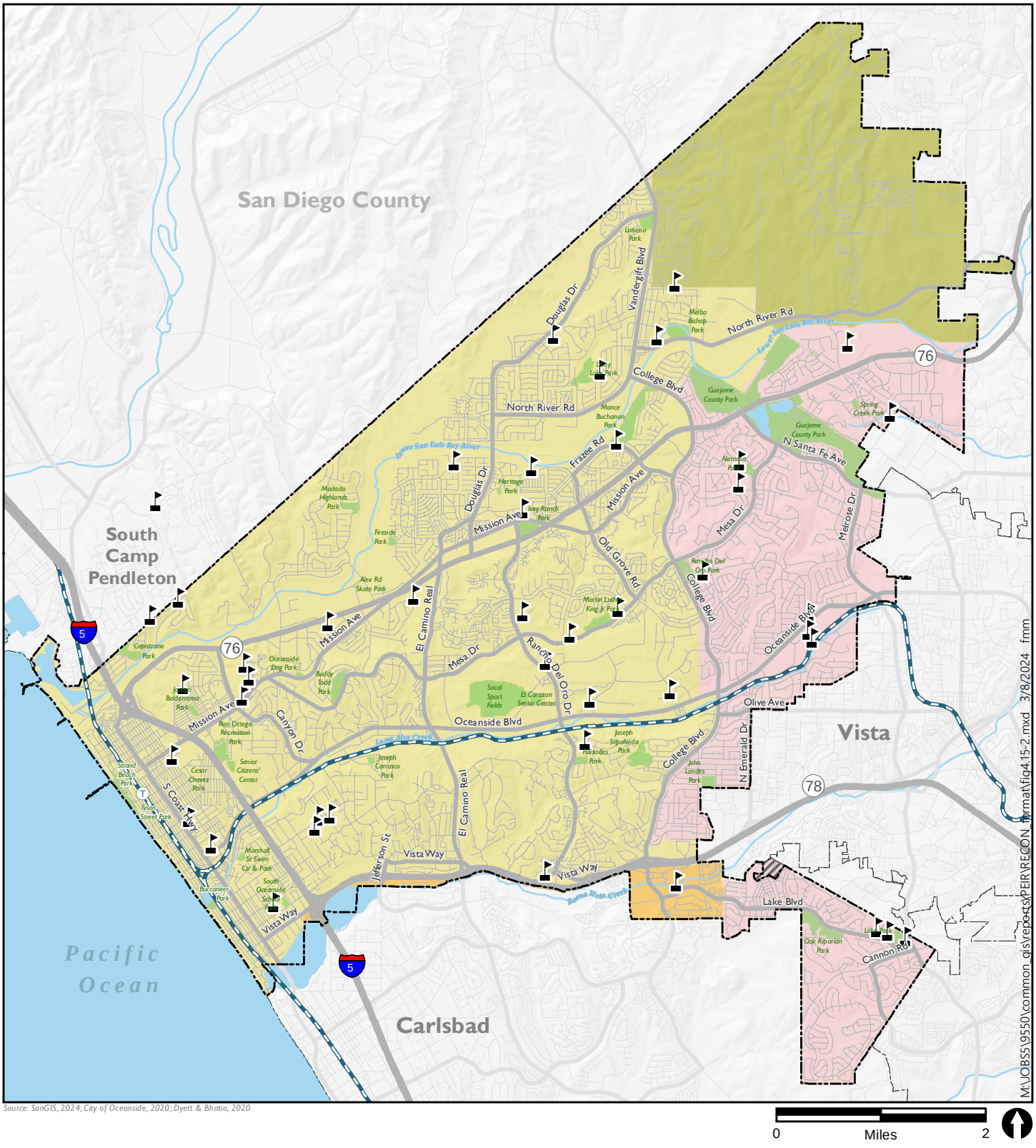
4.15.1.3 Schools

Students residing in the City in kindergarten through 12th grade are served by the Oceanside Unified School District (OUSD), the Vista Unified School District (VUSD), the Bonsall Unified School District (BUSD), the Carlsbad Unified School District (CUSD), and a variety of parochial and secular private schools. OUSD operates 23 schools: 16 elementary schools (three of which are located on Marine Corps Air Station Camp Pendleton), four middle schools, two comprehensive high schools, and one alternative high school. These facilities are shown in Figure 4.15-2. Oceanside students may also attend BUSD, CUSD, or VUSD just outside the City. The VUSD serves students at four elementary schools, two middle schools, and one high school. The BUSD operates one elementary school in the City. The CUSD does not have facilities in the City but does serve City residents in the Tri-City area. Both the OUSD and VUSD operate adult education programs (City of Oceanside 2021b).

The OUSD has witnessed a steady decline in enrollment over the last several years, despite an increase in the City's population. Specifically, total enrollment for the 2007-2008 school year was 20,384 students; enrollment in the 2019-2020 school year decreased to 19,371 students. As of the 2019-2020 school year, OUSD served a student body of 19,371 students. According to the State's eligibility standards, OUSD has 747 permanent and 242 portable classrooms, with a total capacity for 23,852 students. The Areas of Change are located primarily within the OUSD attendance area (City of Oceanside 2021b).

4.15.1.4 Parks and Recreational Facilities

The City's Parks and Recreation Division provides park and recreation services throughout Oceanside. The City currently maintains approximately 642 acres of parkland and shares 155.6 acres of school park space available for public use via MOUs. This amounts to a total of 797.7 acres of publicly accessible parkland. As of 2020, the City's parks and recreation facilities consist of 17 community parks, 16 neighborhood and pocket parks, one community garden, one regional park, three recreation centers (Junior Seau Community Center, Joe Balderrama Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys and Girls Club, two senior centers, five skate parks, and two community pools. Other facilities include Oceanside's 3.5 miles of beach, the Oceanside Small Craft Harbor , and the Oceanside Municipal Pier.



City of Oceanside

Neighbor City

Sphere of Influence

Oceanside Transportation Center

Rail

School District

Unified Bonsall

Unified Carlsbad

Unified Oceanside

Unified Vista

School

Park

FIGURE 4.15-2
Existing School Districts and Facilities

The City's parks and recreation facilities accommodate a wide range of passive and active recreational activities. These amenities support City-sponsored programs and events, youth and adult sports leagues, private events, and activities sponsored by Oceanside Unified School District senior citizen groups, service clubs, and other community-based organizations. Park locations are shown in Figure 4.15-3.

In addition, the City contains three miles of beaches providing access to a wide variety of recreational opportunities including surfing, picnicking, and volleyball, and includes amenities such as tables, barbeques, restrooms, parks, and playgrounds.

Updated in 2019, the City's Parks and Recreation Master Plan defines the level of service in terms of both the parkland acreage available by population and the park amenities available by population. The City's existing standards for parks is the dedication of five acres of park space per 1,000 residents. Goals of the Parks and Recreation Master Plan (see Section 4.14.2.2.b) include a 15-minute walk for neighborhood parks or a five-minute drive for community parks and special facilities (City of Oceanside 2019). Table 4.15-3 shows the current parkland acreage provisions for which countable acreage is applied to the City's parkland requirements.

Table 4.15-3
Current Parkland Acreage Provisions

Park Category[1]	Countable Acreage	Acres/1,000 Residents
Community Centers	41.1	0.2
Community Parks	225.2	1.3
Neighborhood Parks/Pocket Parks	74.4	0.4
Special Use Parks	6.9	0.0
Regional Parks	75.0	0.4
Parkland Golf Courses	219.5	1.3
TOTAL	**642.1**	**3.7**

SOURCE: City of Oceanside (2019).
[1]See Section 3.4.5 for GPU definitions of each type of park/recreational space
[2]Based on a Citywide population of 175,389, as of 2019.
[3]MOU = Memorandum of Understanding; school grounds available for public use.
[4]Existing Citywide inventory counts 2 acres of El Corazon parkland in community parks. The 2009 El Corazon Master Plan specifies 212 acres of parkland will be developed. This planned acreage reflects the difference (212 acres – 2 acres = 210 acres remaining)

As of 2019, the population within the City was 175,389, resulting in a parkland service ratio of 3.7 acres per 1,000 residents. While this is below the current standard of 5 acres per 1,000 residents, the existing inventory includes only 2 acres of the El Corazon site. Planned development of El Corazon would result in an additional 210 acres of parkland. With completion of El Corazon, the parkland service ratio would increase to 5.7 acres per 1,000 residents, within regulatory standards. Additionally, the Parks and Recreation Master Plan identifies three general locations for new parks: Area A, B, and C, as shown in Figure 4.15-3. It is noted, however, based on the Parks and Recreation Master Plan metrics for evaluating park amenities, many City park amenities were found to be below standard (City of Oceanside 2021b).

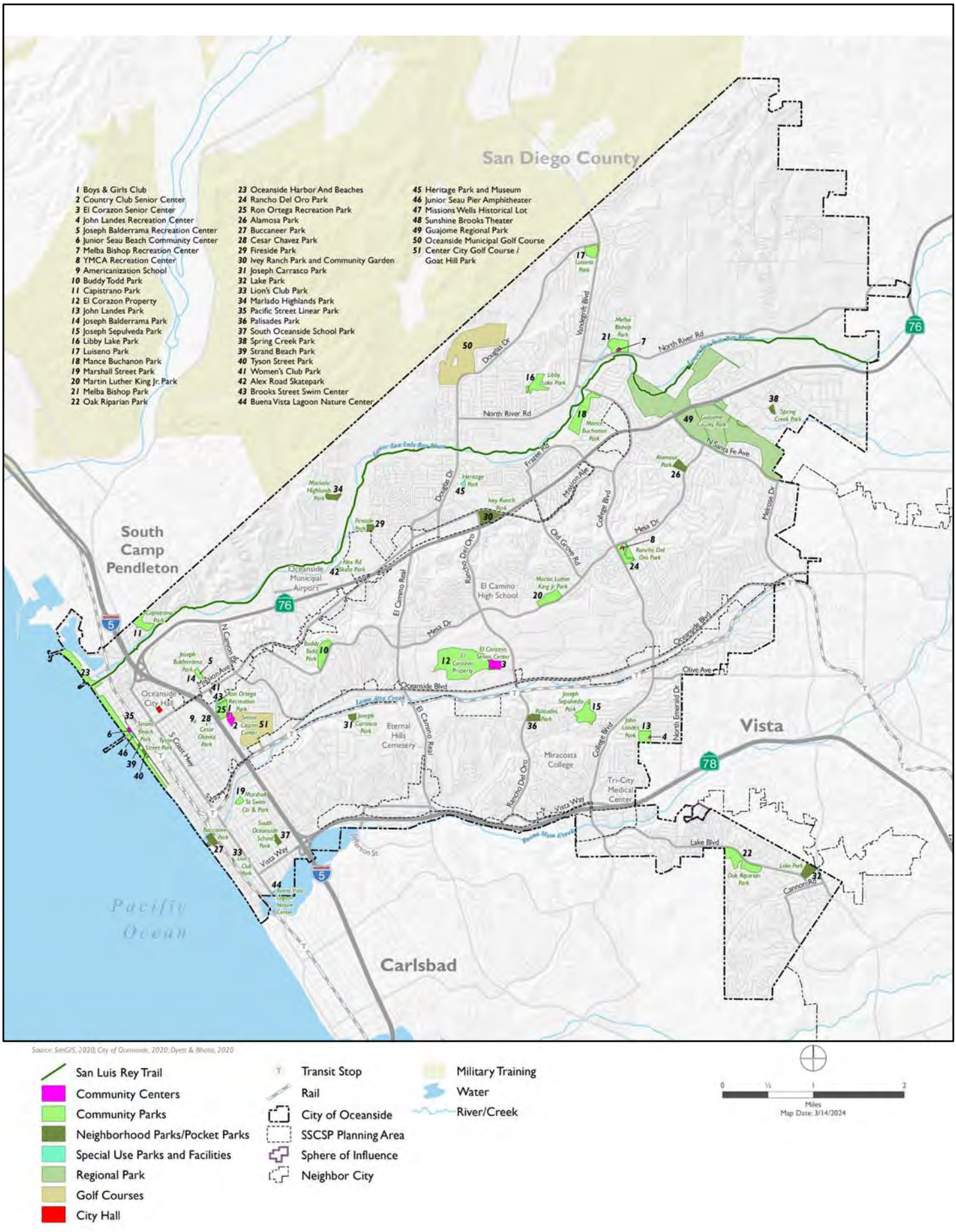


FIGURE 4.15-3
Existing Park Locations

4.15.1.5 Other Public Facilities (Libraries)

The Oceanside Public Library operates three libraries and one learning center:

- Civic Center Library (330 North Coast Highway, measuring 36,315 square feet)
- Mission Branch Library (3861 Mission Avenue, measuring 12,260 square feet)
- John Landes Community Center Library (2855 Cedar Road, measuring
- Oceanside READS Learning Center (804 Pier View Way, in leased space measuring 2,295 square feet)

These facilities provide study and community rooms, computers and printers, early learning services, workforce training programs, veterans resources, and a wide range of community events (e.g., author talks, concerts, cultural celebrations.) These facilities are shown in Figure 4.15-1.

The Oceanside Public Library also provides two mobile libraries that deliver library services and materials to residents in underserved neighborhoods.

The City's current goal is to provide 0.55 square feet of library facilities per resident and three staff (one librarian and two clerical staff) per 6,000 residents. Currently, the library square footage is approximately half of what the General Plan recommends, and staff levels are approximately two-thirds of the recommended level (City of Oceanside 2021b).

4.15.2 Regulatory Setting

4.15.2.1 State Regulations

a. Assembly Bill 2926

Assembly Bill (AB) 2926, passed in 1986, allows school districts to collect impact fees from developers of new residential and commercial/industrial building space to assist in providing school facilities for students. Development impact fees (DIFs) are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

b. Senate Bill 50 (Statutes of 1998), State School Funding, Education Code Section 17620

Senate Bill (SB) 50, adopted in 1998, limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees at levels higher than previously allowed and according to new rules. California Education Code 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the purposes of funding the construction of school facilities, as long as the district can show justification for the fees.

c. Quimby Act and Assembly Bill 1359

The Quimby Act, which is within the state's Subdivision Map Act, authorizes the legislative body of a city or county to require the dedication of land or impose fees for park or recreational purposes as a condition to the approval of a tentative or parcel subdivision map, if specified requirements are met. One of these requirements is that the dedicated land or fees, or combination thereof, shall be used only for the purposes of developing or rehabilitating neighborhood or community park or recreational facilities to serve the subdivision for which the land was dedicated or fees were paid. The act provides that the dedication of land or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide 3 acres of park area per 1,000 persons residing within a subdivision subject to the act, except as specified.

d. California Education Code

Section 17620 of the California Education Code authorizes school districts to require construction projects within the boundaries of the districts to pay a fee used for funding construction or reconstruction of school facilities.

4.15.2.2 Local Regulations

a. City of Oceanside Code of Ordinances

Chapter 32B – Impact Fees

Chapter 32B of the City's Code of Ordinances covers all impact fees imposed by the City as a condition of development approval for the purpose of financing capital improvements, the need for which is attributable to such development, unless expressly exempted. Fees include: (d) Park fees imposed pursuant to Ordinance No. 91-10; and (e) Park fees imposed pursuant to article 40 of the Zoning Regulations.

Chapter 32C – Public Facility Fee

Chapter 32C of the City's Code of Ordinances outlines provisions for assessing and collecting public facilities fees as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities.

Chapter 32D – Parkland Dedication and Payment of Fees

Chapter 32D of the City's Code of Ordinances outlines provisions that apply to all development within the City by which additional residential lots and/or dwelling units are created. Every owner, developer or subdivider who creates such lots and/or units is required to dedicate a portion of land, pay a fee, or do both for the purposes of providing open space, park and recreational facilities. In accordance with the standards of 5 acres of developed parkland for each 1,000 people, set forth in

the community facilities element[1], a developer would dedicate land and/or pay a fee as required by this chapter.

b. Parks and Recreation Master Plan

In 2019, the City adopted a new Parks and Recreation Master Plan (Master Plan). The Master Plan provides guidelines for the orderly development of future park, recreation, and open space facilities and programs to meet the community's current and future needs. The Master Plan is intended to provide a realistic view of the City's parks and recreation system and to develop a vision for the parks and recreation system through 2030.

c. Pedestrian Master Plan

The Pedestrian Master Plan 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. The Pedestrian Master Plan 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. The Integrated Mobility Element (IM) includes goals and policies for development of a recreational pedestrian network (see Section 3.4.3.1 and Figure 3-3).

d. 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. 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 IM includes goals and policies for development of a recreational bicycle network (see Section 3.4.3.2 and Figure 3-4).

e. Public Library Strategic Plan Update 2021-2023

The Public Library Strategic Plan Update 2021-2023 (Strategic Plan) is the second strategic plan developed by the City. The first focused on literacy programming, employee training, and increasing awareness of the library culture. The Strategic Plan focuses on remaining issues including access to technology and expansion. Theme 3, Expansion, provides goals for plans to expand library spaces.

[1] This standard is carried over to the GPU Healthy and Livable Communities Element.

f. Proposition H

In June 2008, City voters approved Proposition H, authorizing the OUSD to issue up to $195 million in general obligation bonds for school facility improvements, enabling the district to complete the repairs and modernization effort established under the Proposition G bond construction program to provide high-quality facilities to all students. Under Proposition H, City schools will receive repairs, modernization, upgrades, expansion, and new construction as warranted by enrollment and facility usage needs to provide equitable facilities for all students.

4.15.3 Proposed GPU and SSCP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.15.3.1 Policy Framework

a. GPU Remarkable Communities Element (RC)

The RC promotes Crime Prevention Through Environmental Design (CPTED) which uses building design to reduction fear of crime by decreasing a criminal's ability to commit a crime and increasing the chances that the crime will be seen and reported.

- Policy 2-40: Apply the principles of Crime Prevention through Environmental Design (CPTED) in the design of public realm improvements and ensure adequate lighting, natural surveillance, clear distinctions between public and private space, and the use of resilient materials that reduce maintenance requirements.
- Policy 2-41: Continue to apply CPTED principles in the design of new development and encourage the provision of adequate public lighting,; windows overlooking streets or parking lots,; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.

b. GPU Healthy and Livable Communities Element (HLC)

The HLC acknowledges the need for City public facilities to support anticipated growth. The City is committed to ensure equitable access to public services, and to park and recreational amenities. The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant goals and policies that may apply to future development.

- Goal 7-G: Adequate and accessible public parks, recreational facilities, and community centers will be provided, designed, and maintained to meet the active and passive recreational needs of the entire Oceanside community.
- Goal 7-H: A well-maintained and integrated system of parks and accessible open spaces will be seamlessly connected by a citywide network of clearly marked trails and pathways.
- Goal 7-K: The provision of new public facilities and services will be equitably distributed throughout the City, with a particular focus on ensuring access to community facilities for historically disadvantaged communities and providing parkland in locations where new growth is anticipated.
- Goal 7-N: The City library system will contribute to a high quality of life for residents through quality library collections, technologically improved services, well-staffed facilities and events, consistent and diverse programming, and welcoming environments.
- Goal 7-O: Educational facilities will be equitable, safe, healthy, technologically equipped, aesthetically pleasing, sustainable, supportive of optimal teaching and learning, welcoming to parents and community members, and supportive of both neighborhood and Citywide school choices.

Parks and Recreation Facilities

- Policy 7-37: Use the Parks Master Plan as the vehicle to plan and locate new parkland. As part of the next update, undertake efforts to locate new parkland to meet the next ten years of community parkland need.
- Policy 7-38: Meet and maintain the parkland accessibility and service ratio standards as defined in Table 7-2.
    - Consider accessibility, housing density, proximity to schools, general public access, local resident access, adjacent residential area traffic impacts, safe pedestrian access, and compatible use with the surrounding environment when determining park locations.
    - Locate new parks, plazas, or alternative parks (such as greenways) in existing infill neighborhoods along the corridors where new residential development is contemplated, or in areas found to be lacking park access, as shown in Figure 7-5.
    - Maintain and periodically revisit shared use agreements with the Oceanside Unified School District and other public school districts with recreational facilities in Oceanside. Such agreements should provide mutual benefit and ensure safe access and use of shared facilities.
- Policy 7-39: Require, where possible, developers of master planned communities to provide pocket parks and active recreational facilities unique to each development. Maintenance of pocket parks shall be accomplished through homeowners' association dues. Pocket parks shall remain in private ownership.

- Policy 7-43: Maintain parkland and trails to provide safe and accessible outdoor opportunities. Design parks to protect public safety by ensuring adequate lighting, signage, and maintenance.
- Policy 7-44: When feasible, seek opportunities to integrate parks, trails, improvements to the public right of way, and public open space into major infrastructure projects.

Trails

- Policy 7-48: Enhance connectivity to spine trails (e.g. San Luis Rey River Trail, Coastal Rail Trail and the Inland Rail Trail).
- Policy 7-49: Establish a trail network within South Morro Hills that links to the SLR River Trail.
- Policy 7-50: Improve trail and public right of way connectivity between neighborhoods and nearby recreational amenities.
- Policy 7-58: Pursue implementation of the Inland Rail Trail within the Oceanside Boulevard corridor. Prioritize trail alignments that provide ample separation from vehicle traffic and minimize street crossings..
- Policy 7-59: Require new development to create and maintain comprehensive pedestrian sidewalks, clear and integrated wayfinding and signage systems, new trails, and connections between existing trails where feasible.

Quality Community Facilities

- Policy 7-63: Explore new funding sources to augment parks and recreation staff. Additional revenue could be generated through increased facility rental fees, revenue-sharing agreements, advertising, EV charging facilities, solar farms, etc.
- Policy 7-65: Maintain an effective facilities financing program to ensure the impact of new development is mitigated through appropriate development impact fees.

Parks and Community Facilities Management

- Policy 7-94: All new development shall pay its proportionate share of the costs of the parks and public facilities necessitated by development through the payment of impact fees for public rights of way, parks and recreation facilities, community facilities.

c. GPU Safe and Resilient Environment Element (SRE)

The SRE provides guidance for enhanced public safety measures, especially in terms of fire and police protection. In addition to traditional policing, proposed policies provide direction for community oriented policing and CPTED. The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant goals and policies that may apply to future development.

- Goal 6-U: The Oceanside Police Department will continue to invest in crime prevention initiatives, including community policing programs, services for unhoused individuals,

support for neighborhood watch groups, graffiti abatement, application of CPTED principles, and dissemination of information on home and business security, domestic violence, consumer fraud, etc.

- Policy 6-94: Maintain adequate police staffing and material resources to ensure reasonable response times and the capacity to resolve law enforcement issues in a manner consistent with legal standards and best practices.
- Policy 6-99: Coordinate with transit security entities to ensure adequate surveillance of areas in proximity to transit stops and stations.

d. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU promotes public safety through land use trends and CPTED, including secure developments and safe living spaces. The ECLU also promotes incentives for additional park and recreational amenities than otherwise required.

Efficient Land Uses

- Policy 3-11: Policy 3-11: Consider allowing greater building height in exchange for ground-level pedestrian-oriented elements (e.g., courtyards, paseos, arcades, pocket parks, linear parks).

Allowable Land Uses

- Policy 3-35: Promote uses that provide for natural surveillance of the public realm including uses with visually transparent storefronts, outdoor seating or dining areas, and a 12 to 18-hour presence.
- Policy 3-63: Require that higher-density residential development include common areas that support health and wellness and social interaction, spaces for distraction-free working in larger developments, and adequate and secure bike parking areas.

e. SSCSP Urban Design

The SSCSP Urban Design chapter addresses the interface between urban growth and parks and recreation. Through the SSCSP Urban Design policy framework, the SSCSP Planning Area features parks and public spaces to provide multiple opportunities to enhance the development of parkland and provide recreational amenities. The following goals and policies are examples of the broader policy framework and do not intend to be exclusive of all additional relevant policies that may apply to future development.

- Goal 7: A robust and integrated system of parks, recreational facilities, and open spaces will provide visual relief, integrate elements of nature into the built environment, support stormwater management, reduce the heat island effect, and accommodate a wide range of activities, including passive and active recreation, informal gatherings and special events, and the general enjoyment of the outdoors.

Public Realm and Streetscape

- Policy UD-9: Greenway Connections. Enhance access to creeks and open spaces as well as neighborhood destinations through greenway connections, as shown in Figures 4-4, 4-5 and 4-6. Allow nearby development to build greenway connections as part of a public benefits package.

Parks and Public Spaces

- Policy UD-23: Parks and Public Space Requirements. New developments are required to provide open space as specified in Table 4-2 in accordance with the guidelines presented in Table 4-1. Per-unit open space requirements in mixed use developments may be combined and provided either as privately-owned public spaces or dedicated public easements within the Planning Area as long as the space is visible from a public street or from on-site areas normally frequented by the public and publicly accessible during business hours.
- Policy UD-24: Public Open Spaces as Focal Points. Public open spaces within the corridors should be integrated into new development and capital improvement projects as pedestrian-oriented focal points that provide respite and visual relief while contributing to the spatial organization and legibility of the built environment. Each corridor should include a variety of public open spaces – neighborhood parks, pocket parks, plazas, linear parks, paseos, and trails that provide connections between the built environment and natural areas. Public open spaces should be accessible to residents of surrounding neighborhoods, including those with special needs. Collectively, these public open spaces should accommodate a wide range of outdoor activities.
- Policy UD-27: Connections to Other Open Spaces and Trails. Parks and public spaces should be designed to create an inter-connected park system accessible to the City's residents, visitors, and workforce, including through the greenway connections identified in Figure 4-1**2**. The City shall develop and employ consistent visual themes for wayfinding signage that identifies and highlights connections between public open spaces in the corridors.

Corridor Specific Open Space

Mission Avenue

- SSCSP Policy UD-39: Connections to Existing Parks and Trails. Maximize pedestrian access to existing parks and trails through paths, sidewalks, paseos, and greenways, including to the San Luis Rey River Trail, Mission San Luis Rey, Joe Balderrama Recreation Center, Brooks Street Pool, Ron Ortega Recreation Park, Fireside Park, and Prince Memorial Skatepark.
- SCSP Policy UD-40: Public Spaces: Projects involving five or more acres shall devote at least two percent of total acreage to public space that interfaces with the public right-of-way. Such space shall have no dimension less than 20 feet.

2Included herein as Table 4.15-4.

- SSCSP Policy UD-42: San Luis Rey River Flood Control Improvements. Collaborate with the Army Corps of Engineers and other permitting agencies to identify opportunities to implement additional public open space and associated amenities in conjunction with flood control improvements within and adjacent to the San Luis Rey River.

Oceanside Boulevard

- Policy UD-44: New Development Around Transit Stations. Development around transit stations shall include at least one plaza, paseo, linear park, or walkway that integrates transit service with surrounding commercial and residential uses.
- Policy UD-45: Public Open Space at Street Frontage or Riparian Edge. Projects involving five or more acres shall devote at least two percent of total acreage to public space that interfaces with the public right-of-way and/or Loma Alta Creek. Such space shall have no dimension less than 20 feet.
- Policy UD-46: Loma Alta Creek. Provide regular pedestrian connections to Loma Alta Creek, including from the Inland Rail Trail, public open spaces, and private development. Explore opportunities to implement additional public open space in conjunction with flood control improvements.
- Policy UD-47: Linear Park. Consider a linear park along the south side of Oceanside Boulevard between Industry Street and Foussat Road as a means of buffering industrial uses from the roadway and enhancing the visual quality of this stretch of the corridor.
- Policy UD-48: El Corazon. Provide conspicuous and convenient pedestrian and bicycle access to El Corazon from surrounding roadways.

Vista Way

- Policy UD-49: Plazas in Commercial Areas. Seek opportunities for plazas in revitalized retail and commercial areas to function as focal points for surrounding neighborhoods (e.g., Fire Mountain, Mira Costa, Tri-City). These plazas should include landscape, public art, entertainment space, and opportunities for passive and active recreation that attract visitors, encourage strolling, and enhance the sense of place.
- Policy UD-50: Public Open Space at Street Frontage and/or Riparian Edge. Projects involving five or more acres shall devote at least two percent of total acreage to public space that interfaces with the public right-of-way and/or Buena Vista Creek. Such space shall have no dimension less than 20 feet.
- Policy UD-52: Connections to Buena Vista Creek and Lagoon. Seek opportunities for new development to enhance and activate recreational access to Buena Vista Creek as part of an open space and trail system.

f. SSCSP Land Use

- Policy LU-4: Eyes on the Street. Require that mixed-use development be designed to provide for natural surveillance of the public realm and support an 18-hour human presence at the street frontage.

4.15.4 Public Services

4.15.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to public services are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities?

4.15.4.2 Impact Analysis

a. Fire Protection

The City is mostly developed with all areas receiving fire protection services from one of the eight existing fire stations. Specifically, most of the fire stations are within Areas of Change/SSCSP Planning Area. Additionally, the City has a mutual aid agreement with the neighboring cities of Carlsbad and Vista. Per the agreement, when an emergency call comes into dispatch, the nearest emergency responder is notified regardless of the jurisdictional boundaries. Nonetheless, increased intensity of uses and residential density within the Areas of Change and throughout the City could result in a burden on the OFD and increase response times.

OFD would be required to review and approve all final site plans for future development to ensure adequate site accessibility and response times, as well as project design features consistent with the City Fire Code (California Fire Code) relating to fire safety compliance. Buildout of the SSCSP would allow midrise buildings (between four to six floors) to be constructed within the SSCSP Planning Area. OFD would review project-specific building plans to ensure fire safety compliance requirements are part of construction plans including the following: delineated evacuation routes; use of fire-resistant construction material; and readily apparent fire safety equipment (smoke detectors, fire extinguishers. Additionally, the City has an established public facility development impact fee program (Code of Ordinances Chapters 32B and 32C) that requires new development to provide funds towards capital improvements for public services, including fire and emergency services. Under these regulations, future projects would be required to pay applicable developer impact fees in accordance with the City's requirements to ensure that facilities are funded, and new facilities are constructed as needed. In addition to City code compliance, future development throughout the City would be reviewed for compliance HLC Policy 7-94, which supports future development to pay its proportionate share of the costs of the parks and public facilities necessitated by development through the payment of impact fees.

Buildout under the GPU and SSCSP would increase the demand on fire protection services in comparison to existing conditions. Individual projects would be required to adhere to all applicable regulations and implement relevant GPU and SSCSP policies, including payment of public facility

development impact fees. However, absent project-specific development plans, it is unknown at this time whether such new development could trigger the need for expanded or additional fire facilities to provide adequate fire and emergency services, including City-prescribed emergency response times. Construction of new fire stations in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future fire stations are proposed, they would require a separate environmental review and regulations in existence at that time would address potential environmental impacts related to the construction and operation of new fire stations. Therefore, because the location and need for potential future fire stations cannot be determined, it is unknown whether impacts would occur.

b. Police Protection

The OPD provides police protection services to all areas of the City. As with fire services, increasing land use intensity and residential density throughout the City could increase demand for police protection services. Specifically, buildout of the project could result in development of as many as 17,558 new residential units, 8,100 of which would be within the SSCSP Planning Area. Buildout of all potential new residential units could result in population growth of over 46,000 new residents. Because most of the anticipated growth would be within already urbanized areas (i.e., already serviced by the OPD), the City's public safety service area would not be expanded.

As detailed in Section 4.15.1.2, the City has adequate police protection services and has been meeting response time goals. Additionally, the OPD's crime prevention efforts have provided local education and activities which have assisted in building safer communities. The Crime Prevention Unit works to provide awareness covering an array of topics including, but not limited to, home security, auto theft prevention, personal safety, consumer fraud (OPD 2024). Future development projects would be required to ensure the adequate site access, emergency access, and maintain police department response times. Future development would also be guided by SRE Goal 6-U which provides direction for crime prevention through the application of CPTED. Application of additional policies promote CPTED principles including designing public realm improvements to ensure adequate lighting, windows overlooking streets, and paths to increase pedestrian activity within private development projects (RC Policies 2-40 and 2-41). Likewise, development under the GPU would be expected to implement ECLU Policy 3-35 which promotes the enhancement of natural surveillance of both private property and public spaces and thereby provide an organic defense against crime and uncivil behavior. The City has an established public facility development impact fee program (Code of Ordinance Chapters 32B and 32C) that requires new development to provide funds towards capital improvements for public services including police services. Future projects would be required to pay applicable developer impact fees in accordance with the City's requirements. In addition to City code compliance, future development would be required to pay its proportionate share of the costs of the parks and public facilities necessitated by development through the payment of impact fees for police services (HLC Policy 7-94).

Buildout of the GPU and SSCSP would increase the demand on police protection services in comparison to existing conditions. While policy compliance and payment of public facility development impact fees, would serve to promote adequate police protection services, including response times, absent project-specific development plans, it is unknown at this time whether new

development could trigger the need for expanded or additional fire facilities. Construction of new police stations in the future could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future police stations are proposed, they would require a separate environmental review and regulations in existence at that time would address potential environmental impacts related to the construction and operation of new police stations. Therefore, because the location and need for potential future police stations cannot be determined, it is unknown at this program level of review whether impacts would occur.

c. Schools

As the City grows under the GPU, citywide demand for educational facilities would increase potentially putting a strain on existing school facilities. Changes in demand for school facilities would result not only from new population in new housing, but also from changes in population demographics and resulting change in school-age population cohorts. While the City does not provide or manage schools, enrollment, or plans for future school facilities, the GPU does seek to ensure adequate educational facilities are available to serve the population.

OUSD serves the largest student population in the City. However, parts of the City are served by VUSD, BUSD, and CUSD as shown in Figure 4.15-2. Despite increased population growth over the last few years, the City has experienced a steady decline in enrollment over the last several years as a result of an aging population. VUSD is experiencing a decline in enrollment with an annual loss of over 429 students a year projected through 2026. BUSD enrollment for the 2019-20 school year is also down slightly from the 2017-18 enrollment, but by an amount that may be within normal fluctuations. Contrastingly, CUSD enrollment has increased slightly in recent years, expanding from 11,077 in the 2015-16 school year to 11,481 in the 2019-20 school year (City of Oceanside 2021b).

Buildout of the GPU and SSCSP would result in an influx of new student-age population to be served by City serving schools. While there is currently school capacity, it is possible that future development could generate student population beyond available enrollment capacity. Future projects would be subject to City DIFs, as applicable, as well as applicable district development impact fees. As outlined in Section 4.15.2.1 state regulated developer fees allow school districts to impose mitigation fees on new development as a method of addressing increased enrollment. SB 50 states that the fees imposed by school districts constitute the exclusive method of considering and mitigating impacts on school facilities caused by a development project.

In addition to state regulatory framework, and City public facility fees, future development would be required to adhere to HLC Goal 7-0 focused on the improvement and equitable availability of schools for all OUSD students.

Buildout of the GPU and SSCSP would increase the demand on the school districts service the City in comparison to existing conditions. However, through policy compliance and payment of state mitigation and City public facility development impact fees, it is ensured that student enrollment would be available prior to approval of building permits. Therefore, it is not anticipated that the project would require construction of new or the expansion of existing schools. Should construction of schools be proposed in the future, project specific CEQA compliance, including preparation and

approval of adequate environmental documentation would be required. This, however, is outside the scope of the GPU and SSCSP.

d. Parks and Recreation

As discussed in Section 4.15.1.4, and shown in Table 4.15-3, the City is below its parkland. The increase in population that would occur under the GPU and SSCSP could result in the overuse of existing parks and/or the need for increased parkland. Buildout of the GPU would result in a total population growth of 46,900 by the year 2050. The GPU would maintain the existing standard of five acres per 1,000 residents; based on this standard, the City would require an additional need of 234.5 acres of parkland. To reach this goal, the GPU encourages new development to include publicly accessible parks and open spaces. As the City is largely built out and much of the anticipated new development would be infill, additional parkland will likely take the form of small parks, plazas, and linear parks that are integrated into new development. Where parkland cannot be created on-site as a part of new developments, the City's park impact fee funds (Code of Ordinances Chapter 32D; HLC Policy 7-94) would be directed to areas lacking park access.

The GPU also focuses on the construction and improvement of public parks, pedestrian routes (see Figure 3-3), bicycle paths (see Figure 3-4), and hiking trails. The ECLU includes policies focused on future development incentives in exchange for the construction of additional park and recreational amenities consistent with the SSCSP which would create opportunities for developing enhanced parks with connective trails, especially along the Loma Alta and Buena Vista Creeks. Future development would be reviewed for consistency with HLC policies focused on the assurance that new development provides pocket parks and community parkland (HLC Policy 7-39). Additionally, HLC Policies 7-43 and 7-44, support the maintenance of existing, and construction of new trails to serve as community parkland. As detailed in Section 4.2.5.2b, new development adjacent to waterways would be required to provide pedestrian walkways and public access to trails to create additional recreational activity.

The City is preparing a Trails Master Plan that will focus on completing the City's "spine" trails, including the San Luis Rey River Trail, Coastal Rail Trail, and Inland Rail Trail, and link these trails to parks and other key destinations through a secondary trails network. Improvement of these trails would also allow an increased feeling of safety along the trail, and enhancements to trail amenities could encourage more people to use the trail for recreational purposes. New development would implement HLC Policies 7-48 and 7-59 ensure connectivity enhancements along the trails are included in proximate project designs. HLC Policies 7-49, 7-50, and 7-58 likewise assert the City's dedication to trails and pedestrian connections and means to enhance recreational opportunities.

The SSCSP encourages parks and open spaces to be designed as part of new development, creating a network of public spaces of various types and scales. Public spaces would provide opportunities for rest and recreation, contributing to each corridor's positive identity and visual character (see Section 4.2.4.2.c for a discussion of the proposed visual character for each corridor). One way to further incentivize public spaces in new developments is to allow for additional building height, reduced setbacks, and other deviations from base zoning standards in exchange for the integration of public space. The following SSCSP policies provide detailed guidance on open space design: based on adjacent building height (SSCSP Policy UD-29); accommodation of age and abilities including

American with Disability Act compliance (SSCSP Policy UD-30); inclusion of amenities (SSCSP Policy UD-32); and sustainable landscaping (SSCSP Policy UD-35).

The SSCSP identifies a vision for the corridors to parks and public spaces throughout the Planning Area. Examples of public space opportunities include the following:

- Pocket Park: A pocket park is a small open space area that typically accommodates passive and small-scale, low-intensity active recreational activities. Pocket parks often provide open space in areas where development is highly constrained or undesirable. Pocket parks can be created on small or irregular pieces of land and serve as intimate focal points for gathering and activity. Common elements of pocket parks may include benches and tables, playgrounds, art installations, barbecue pits, community gardens, and small-scale sports amenities like basketball courts. Although not required, many pocket parks may include small retail components such as coffee carts/shops to help activate the space.

- Plaza: Plazas are visually engaging gathering spaces within community neighborhoods where outdoor events could be held. The incorporation of plazas around commercial areas creates an urban "living room," where workers, residents, and visitors can gather and meet. The design of such spaces should consider the relationship of the plaza to other open spaces and amenities. Plazas work well in urban environments where open space is limited, such as around transit stations and retail centers. Plazas, therefore, represent a creative solution for providing publicly accessible open space within the built environment.

- Linear Park: A linear park is a public open space that is considerably longer than it is wide, typically resulting from its adjacency to a physical feature such as a road, waterway, railway, trail or public utility lines. Linear parks typically connect to other open space to provide connectivity for walking, jogging, and biking, but can also include many other small-scale amenities that would be found in other parks, such as playgrounds, fitness equipment, picnic areas, overlooks, public art and picnic areas.

- Paseo: Paseos serve as walkable "spines" that extend between developments and commonly provide direct pedestrian access to storefronts. These spaces do not accommodate automobiles and function as active linear public spaces that connect adjacent sites and provide for sitting, gathering, shopping, and creative activity. Paseos typically run perpendicular to streets and sidewalks, often linking them to alleys, parking, other commercial uses, and adjacent residential areas.

- Parklet: A parklet is a temporary platform that replaces vehicle parking with an active pedestrian amenity. Parklets are typically located along an already active streetscape—often in front of businesses that draw pedestrian traffic. Parklets are a means of adding pedestrian improvements to the public realm without the need to expand right-of-way dimensions. Rimmed by portable planters, decorative fencing, and/or protective barriers, parklets often provide for outdoor dining. Due to safety concerns and limited curbside parking within the corridors, parklets would likely be limited to areas within the downtown or along side streets with lower traffic volumes and speeds.

It is also critical to the design of the SSCSP Planning Area that each corridor should include a variety of public open spaces including neighborhood parks, pocket parks, plazas, linear parks, paseos, and trails (SSCSP Policy UD-23). Corridor specific policies focus on individual standards for each corridor.

New development within the SSCSP Planning Area would be required to provide open space as specified in Table 4.15-4. These requirements are included in the Urban Design Chapter of the SSCSP and would be required to be included as project design features to support the City's adherence to parkland requirements.

Table 4.15-4
Parks and Public Space Guidelines

Park Amenity	Pocket Park	Plaza	Linear park	Paseo	Parklet
Recommended Size:	*2,500 sf to 10,000 sf*	*5,000 sf to 40,000 sf*	*30-foot-wide average, 15-foot-wide minimum*	*See Figure 4-7: Paseo Width; minimum 8-foot travel path*	*1 parking space minimum, maximum of 3 parking spaces*
Potential Program Elements					
Retail/ Concessions	X	X	X		
Public Art	X	X	X	X	
Play Equipment	X	X	X		
Fitness Equipment	X	X	X	X	
Seating	X	X	X	X	X
Family Picnic Areas/ BBQs	X	X	X	X	
Shade Structures/ Trellises	X	X	X	X	X
Splash Pad/Water Feature	X	X	X		
Community Gardens	X	X	X		
Performance Areas/Stages	X	X	X		
Game Tables	X	X	X	X	X
Public Restroom	X	X			
Power/Data	X	X	X	X	X
Trees	X	X	X	X	
Landscaping	X	X	X	X	X

SOURCE: Table 4-1; City of Oceanside 2024.
sf = square feet

Improving parks and trails is an integral part of the GPU and SSCP. The requirement for new development to assist the City in meeting its park standards through parkland dedication and/or payment of park impact fees would ensure that adequate parkland was available to accommodate increased population.

Mission Avenue

New development along the Mission Avenue corridor would be encouraged to meet open space standards related to connectivity with existing parks and trails and dedication of open space. New development would be required to implement public open space in conjunction with flood control improvements. The SSCSP includes policies specifically applicable to future projects proposed along the Mission Avenue corridor. Consistency with these policies would ensure parks, trails, and recreational amenities are included as project design features. Examples include:

- SSCSP Policy UD-39: Connections to Existing Parks and Trails. Maximize pedestrian access to existing parks and trails through paths, sidewalks, paseos, and greenways, including to the San Luis Rey River Trail, Mission San Luis Rey, Joe Balderrama Recreation Center, Brooks Street Pool, Ron Ortega Recreation Park, Fireside Park, and Prince Memorial Skatepark.

- SSCSP Policy UD-40: Public Spaces: Projects involving five or more acres shall devote at least two percent of total acreage to public space that interfaces with the public right-of-way. Such space shall have no dimension less than 20 feet.

- SSCSP Policy UD-42: San Luis Rey River Flood Control Improvements. Collaborate with the Army Corps of Engineers and other permitting agencies to identify opportunities to implement additional public open space and associated amenities in conjunction with flood control improvements within and adjacent to the San Luis Rey River.

Oceanside Boulevard

New development along the Oceanside Boulevard corridor would be encouraged to improve park and trail opportunities. The SSCSP includes policies specifically applicable to future projects proposed along the Oceanside Boulevard corridor. Consistency with these policies would ensure parks, trails, and recreational amenities are included as project design features. Examples include:

- SSCSP Policy UD-8:Greenway Connections. Enhance access to creeks and open spaces as well as neighborhood destinations through greenway connections… [including]
  - Canyon Drive. Add a two-way protected cycle track and an expanded shared use sidewalk pathway and pedestrian improvements to Canyon Drive between the San Luis Rey River Trail and Oceanside Boulevard.
  - El Camino Real. Add a shared use sidewalk pathway and/or buffered bike lane along El Camino Real from Oceanside Boulevard to connect the adjacent neighborhoods to the El Camino Real Sprinter Station.

- SSCSP Policy UD-44: New Development Around Transit Stations. Development around transit stations shall include at least one plaza, paseo, linear park, or walkway that integrates transit service with surrounding commercial and residential uses.

- SSCSP Policy UD-45: Public Open Space at Street Frontage or Riparian Edge. Projects involving five or more acres shall devote at least two percent of total acreage to public space that interfaces with the public right-of-way and/or Loma Alta Creek. Such space shall have no dimension less than 20 feet.

- SSCSP Policy UD-46: Loma Alta Creek. Provide regular pedestrian connections to Loma Alta Creek, including from the Inland Rail Trail, public open spaces, and private development. Explore opportunities to implement additional public open space in conjunction with flood control improvements.

Vista Way

New development within the Vista Way corridor would complement existing commercial use while allowing for mixed-use development and maintaining this corridor's function as a regional-serving retail and medical services center. SSCSP design guidelines would require new development of five or more acres to devote at least two percent of total acreage to public space that interfaces with the public right-of-way and/or Buena Vista Creek (SSCSP Policy UD-45). The SSCSP includes additional policies specifically applicable to future projects proposed along the Vista Way corridor. Consistency with these policies would ensure parks, trails, and recreational amenities are included as project design features. Examples include:

- SSCSP Policy UD-49: Plazas in Commercial Areas. Seek opportunities for plazas in revitalized retail and commercial areas to function as focal points for surrounding neighborhoods (e.g. Fire Mountain, Mira Costa, Tri-City). These plazas should include landscape, public art, entertainment space, and opportunities for passive and active recreation that attract visitors, encourage strolling, and enhance the sense of place.

- SSCSP Policy UD-50: Public Open Space at Street Frontage and/or Riparian Edge. Projects involving five or more acres shall devote at least two percent of total acreage to public space that interfaces with the public right-of-way and/or Buena Vista Creek. Such space shall have no dimension less than 20 feet.

- SSCSSP Policy UD-52: Connections to Buena Vista Creek and Lagoon. Seek opportunities for new development to enhance and activate recreational access to Buena Vista Creek as part of an open space and trail system.

Buildout of the GPU and SSCSP would increase the demand for existing parks and increase the City's need to meet parkland ratio standards. Collectively, the GPU and SSCSP focus on improving and increasing parkland and open space throughout the City. Through policy compliance, and payment of park fees, future buildout of the GPU and SSCSP would provide adequate park and open space to accommodate City ratios and further the City's vision for redesigned urban parks and additional open spaces, especially within the corridors. Parkland and/or open space proposed by future projects would be included as project specific design features requiring subsequent CEQA compliance, including preparation and approval of project specific environmental documentation.

e. Other Public Facilities (Libraries)

The increased population anticipated from the GPU and SSCSP would result in the need for increased library services to accommodate City residents and continue to meet City standards. Consistent with the goals of the Strategic Plan, the City continues to improve library services through identifying potential library locations (i.e., El Corazon) and expanding mobile library programs. Future development would be required to pay its proportionate share of the library's costs of services necessitated by development through the payment of impact fees (HLC Policy 7-94).

Buildout of the GPU and SSCSP would increase the demand on library services in comparison to existing conditions. However, through policy compliance and payment of public facility development impact fees, it is ensured that adequate library services, would be available prior to approval of

building permits. Should construction of libraries be proposed in the future, project specific CEQA compliance, including preparation and approval of adequate environmental documentation would be required. This, however, is outside the scope of the GPU and SSCSP.

4.15.4.3 Significance of Impacts

a. Fire Protection

While existing regulations and proposed GPU policies would reduce future development's need to expand or construct new fire facilities to serve the project, absent specific development plans the need for expanded or new future fire stations cannot be determined. Therefore, it cannot be ensured that all impacts associated with the construction and operation of potential future fire facilities associated with new development would be mitigated to a less than significant level. Impacts at this program level would be potentially significant.

b. Police Protection

While existing regulations and proposed GPU policies would reduce future development's need to expand or construct new police facilities to serve the project, absent specific development plans the need for expanded or new future fire stations cannot be determined. Therefore, it cannot be ensured that all impacts associated with the construction and operation of potential future fire facilities associated with new development would be mitigated to a less than significant level. Impacts at this program level would be potentially significant.

c. Schools, Parks and Recreation, and Libraries

Future buildout of the GPU and SSCSP would place an increased demand on public services including schools, parks, and libraries in comparison to existing conditions. Future projects would be required to pay DIFs and park fees prior to issuance of building permits to ensure projects pay their fair share of new public facilities as they are needed. Additionally, policy compliance would require new development projects to include parkland and/or open space design features, especially within the SSCSP Planning Area. Therefore, through regulatory compliance and future project-specific conditions of approval, impacts related to maintenance of acceptable ratios, and other performance objectives levels would be less than significant.

4.15.4.4 Mitigation

a. Fire Protection

No feasible mitigation measures are available at this program level of analysis.

b. Police Protection

No feasible mitigation measures are available at this program level of analysis.

c. Schools, Parks and Recreation, and Libraries

Impacts would be less than significant. No mitigation is required.

4.15.3.5 Significance after Mitigation

Buildout of the GPU and SSCSP would result in the need for additional fire protection and police protection. As the extent of the potential need to expand or construct new facilities to serve future development cannot be determined at a program level of review, it is unknown what specific impacts may occur associated with the future construction and operation of such facilities. Thus, as it cannot be ensured that all impacts associated with the construction and operation of potential future facilities would be mitigated to less than significant, impacts would be significant and unavoidable.

4.15.5 Recreation

4.15.5.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to recreation are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

4.15.5.2 Impact Analysis

a. Increased Use of Parks/Recreational Facilities

The GPU would result in the potential an increase of 17,558 new residential dwelling units and a total population growth of 46,900 by the year 2050. This increase would result in the potential for increased use of existing neighborhood and regional parks. As discussed in Section 4.15.4.2.d, future projects would be required to dedicate parkland and/or land for recreational purposes consistent with proposed GPU and SSCSP policies, and/or pay park impact fees (City Code of Ordinances Section 32D).

The GPU maintains goals to meet the standards of providing a minimum of 5 acres of developed community parks per 1,000 residents. As discussed in Section 4.15.4.2.d, buildout of the GPU would require an additional need of 234.5 acres of park and recreational land. To meet this goal, the GPU and SSCSP includes goals and polices, the implementation of which would assist in the City meeting or exceeding this standard. Through the requirement of including new or improved parkland, recreational amenities, and public spaces as features of new development, existing parkland and recreational facilities would not suffer substantial deterioration.

The HLC supports construction of pedestrian and bicycle networks to provide additional recreational opportunities, as well as alternative modalities to connect existing parkland throughout the City. Specifically, the HLC requires future developments to provide the following: pocket parks and active recreational facilities (HLC Policy 7-39); construction or improvement of existing trails (HLC Policies 7-43, 7-44, 7-48, and 7-50); and all new development would be required to pay its proportionate share of the costs of the parks and public facilities necessitated by development through the payment of impact fees for public rights of way, parks and recreation facilities, community facilities (HLC Policy 7-94).

Most of the new development would be focused within the SSCSP Planning Area. The addition of recreational opportunities within an urban setting is challenging. However, future development within the SSCSP Planning Area would be required to include public spaces (pocket parks, plazas, linear parks, paseos, and/or parklets) designed to provide opportunities for recreational activities(SSCSP Policy UD-23). Additionally, implementation of the SSCSP policies would create opportunities for developing connective trails, especially along the Loma Alta and Buena Vista Creeks (SSCSP Policy UD-27).

As discussed above, new development within the SSCSP Planning Area would be required to provide open space as specified in Table 4.15-4 (SSCSP Policy UD-22). These requirements are included in the Urban Design Chapter of the SSCSP; new development would be reviewed for consistency to ensure required open space is included as part of project specific design features.

b. Expansion of Recreational Facilities

Buildout under the GPU and SSCAP would increase the City's need for additional park and recreational land to accommodate the anticipated population. As described in Section 4.15.5.2.a, implementation of GPU and SSCSP policies would require new development to include public spaces for recreational uses. The SSCSP Planning Area is mostly built out; therefore, the proposed design of future recreational lands would be in-fill and urban parks, having minimal effects on the environment.

4.15.5.3 Significance of Impacts

Buildout of the GPU and SSCSP would increase population and thereby increase the need for additional park and recreational land. Future development would be required to include public spaces for recreational purposes as set forth in the HLC and SSCSP Urban Design policies. Future development projects would be reviewed for consistency with the design guidelines and SSCSP policies to ensure adequate recreational opportunities and facilities are provided. Additionally, Chapter 32D of the Code of Ordinances provides for payment of applicable developer and park impact fees. Therefore, the project's impact on recreational facilities would be less than significant impact.

4.15.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.15.6 Cumulative Analysis

The impact analysis presented in Sections 4.15.4 and 4.15.5 above was cumulative in nature because it considers the need for future facilities to serve the entire City. As described therein, impacts associated with the expansion or construction of fire and police facilities would be significant and unavoidable at this program level of review. Therefore, impacts associated with future fire and police facilities would result in a potentially significant cumulative impact.

4.16 Transportation

This section addresses potential project impacts related to transportation and circulation facilities that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

Portions of the transportation analysis is based on the Transportation Impact Study (TIS)/Traffic Operations Analysis (TOA) prepared for the project by CR Associates (Appendix D).

4.16.1 Existing Conditions

4.16.1.1 Existing Circulation Systems

The City's current Circulation Element was adopted in 1995 and updated in 2021. Transportation within the City consists of a multimodal system, which includes roadways, public transit, pedestrian paths, and bicycle facilities.

a. Roadway Classifications

The City of Oceanside utilizes a system of six classifications to identify the type of service each facility is intended to provide. The classifications are supported by design guidelines that indicate the characteristics of each facility. The City's existing roadway system is shown in Figure 4.16-1.

Expressway

An Expressway is designed to provide express direct travel through a city with several lanes of travel in each direction. Expressways are divided highways with raised medians and fully controlled access at intersections. Grade separation of intersections can help improve multimodal safety and optimize Expressway operations. Expressways are constructed and maintained by the California Department of Transportation (Caltrans).

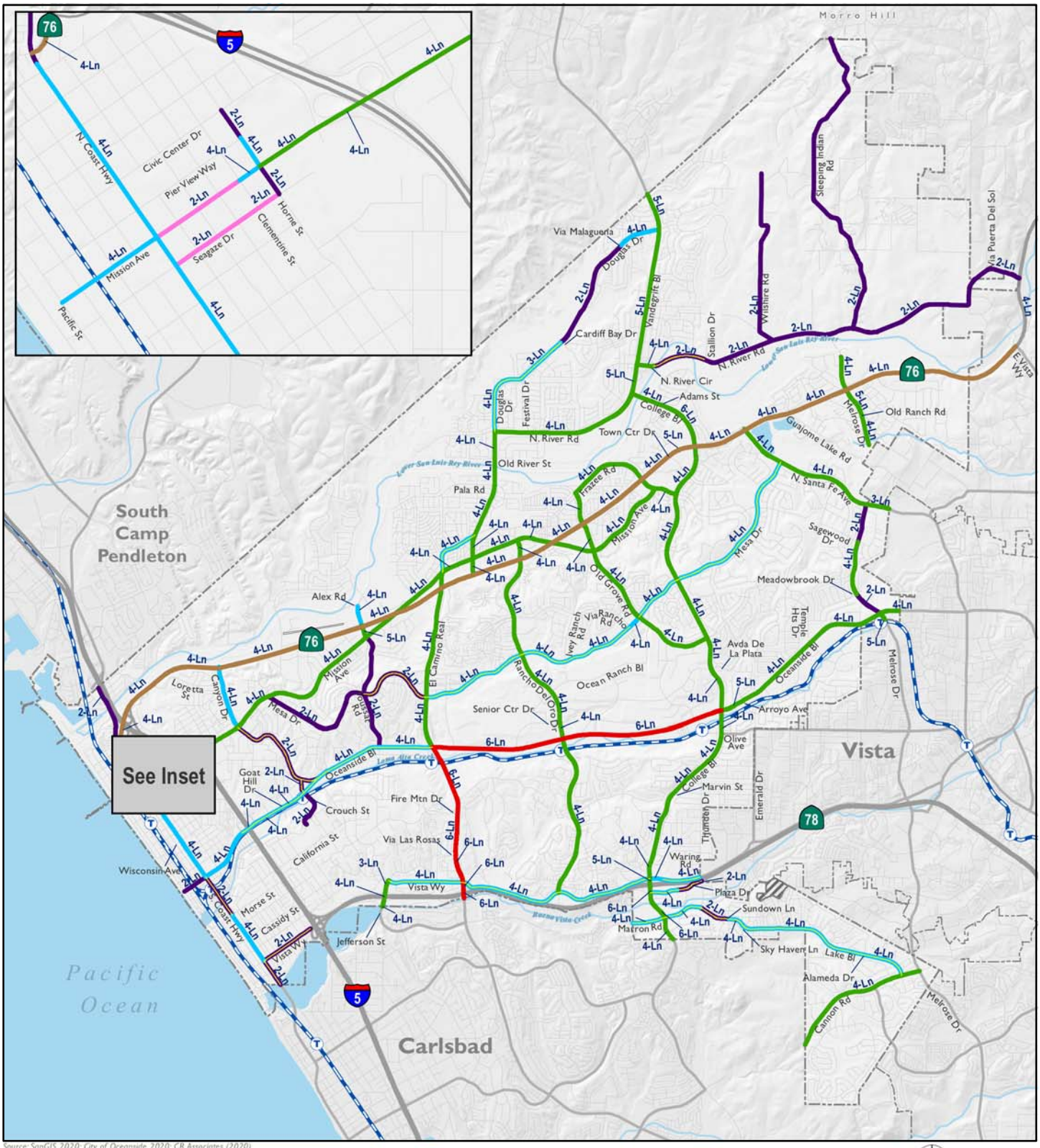


FIGURE 4.16-1
Existing Roadway System

Prime Arterial

A Prime Arterial is designed to provide regional, subregional, and intra-city travel. It includes high design standards with six lanes of travel, raised and landscaped medians, shoulders for emergency parking and bike facilities, and restricted access (e.g., fewer intersections, no driveways). On-street parking is prohibited.

Major Arterial

A Major Arterial is designed to provide intra-city and subregional connectivity and provide some property access in select areas. Driveways interfacing with these roads may have certain restrictions to ensure proper roadway functions. They typically have four or six lanes of travel, raised, landscaped, and striped medians, and shoulders for emergency parking and bike facilities. Left-turn movements are typically protected along Major Arterials.

Secondary Collector

A Secondary Collector is designed for intra-city travel as a link between arterial and collector roadways. They are commonly lined with driveways providing direct access to abutting properties. However, that is not its primary purpose. The typical design features include four travel lanes with a center two-way left-turn lane or left-turn pockets, and bike facilities. On-street parking may be present.

Collector Street

A Collector Street is designed to connect local streets with the adjacent arterial street network. These are usually two travel lanes with or without a center two-way left-turn lane and may include bicycle facilities. On-street parking may be present. Collector streets frequently have driveways, which provide direct access to abutting properties (although the desire is to limit access where possible to reduce potential conflicts). A Collector can also be a two-lane one-way street, such as the one-way couplet on Mission Avenue between Coast Highway and Clementine Street and Seagaze Drive between Coast Highway and Clementine Street.

Local Street

Local Streets are low capacity, low speed streets whose main purpose is to provide direct access to abutting properties. Local Streets typically do not provide or encourage vehicular connectivity beyond providing access to the nearest intersecting higher capacity roadway (most often, these are Collectors). The typical design standards include the provision of two travel lanes, parking lanes on both sides of the street, and direct driveway access.

Table 4.16-1 provides a summary of the City's street design criteria for each type of road classification.

Table 4.16-1
City of Oceanside Street Design Criteria

Design Elements	6-Lane Prime Arterial	6-Lane Major Arterial	4-Lane Major Arterial	4-Lane with TWLT Secondary Collector	4-Lane Secondary Collector	2-Lane with TWLT Collector	2-Lane Collector	2-Lane Local	Cul-de-Sac Street	Private
Volume Capacity	60,000	50,000	40,000	30,000	25,000	15,000	10,000	2,200	Less than 200	Less than 500[2]
Design Speed	60 mph	55 mph	55 mph	45 mph	45 mph	35 mph	25 mph	25 mph	25 mph	25 mph
Stopping Sight Distance[1]	580′	500′	500′	360′	360′	250′	200′	150′	150′	125′
Minimum Spacing of Intersections[3]	2,600′	1,200′	1,200′	600′	600′	300′	300′	200′	NA	200′
Right-of-Way[4]	124′	124′	100′	84′	74′-80′	70′	60′-70′	56′-60′	56′	VARIES
Curb-to-Curb Distance	104′ 16′ Median	104′ 16′ Median	80′ 16′ Median	64′	54′-60′	50′	40′-50′	36′-40′	36′-40′	40′-36′ 32′-28′[5]
Minimum Traffic Index	10	10	9	8	8	7	6	5	5	5
Minimum Structural Section[6]	6AC/8AB	6AC/8AB	6AC/6AB	5AC/6AB	5AC/6AB	4AC/6AB	4AC/6AB	3AC/6AB	3AC/6AB	3AC/6AB
Access to Adjoining Property	None	None	None	Where no other access is possible	Where no other access is possible	Where no other access is possible	Limited Access	OK	OK	K
Minimum Horizontal Radius Without Superelevation	1,000 2,200	1,000 1,800	1,000 1,800	750 1,100	750 1,100	500 600	350 N/A	200 N/A	200 N/A	200 N/A
Maximum Grade	6%	8%	8%	8%	8%	8%	10%	12%[7]	12%[7,8]	12%[7]
Minimum Grade	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Maximum Intersection Grade	3%	3%	3%	4%	4%	5%	5%	5%	5%	5%
Curb Return Radii	35′	35′	35′	35′	35′	30′	30′	25′	40′	25′-35′
Street Lights Location per Standard Drawing No. M-4[9]	30,000 lumen 200′ staggered	30,000 lumen 200′ staggered	30,000 lumen 200′ staggered	30,000 lumen 250′ staggered	30,000 lumen 250′ staggered	9,500 lumen 250′ one side or staggered	9,500 lumen 250′ one side or staggered	9,500 lumen at all intersections 250′ spacing one side of street	9,500 lumen at mid-block if less than 200′	9,500 lumen at all intersections 250′ spacing one side of street

SOURCE: City of Oceanside 2012.

NOTE: Expressways within the City of Oceanside are designed to Caltrans Highway Design Manual criteria.

[1]Stopping sight distance shall not be used for intersection sight distance. Refer to Caltrans Design Manual for intersection sight distance (Corner Sight Distance).

[2]Private streets with greater than 500 ADT to be designed to public street standards.

[3]Measured BCR to BCR.

[4]Additional right-of-way at intersections shall be required to accommodate turning lanes as necessary.

[5]28′ no parking on either side; 32′ parking one side only.

[6]Minimum sections allowed. Actual sections are to be based on the R-value tests.

[7]Grades greater than allowed must have written approval of the City Traffic Engineer prior to approval of the tentative map or development plan.

[8]Cul-de-sac turnarounds shall not exceed 5% maximum grade.

[9]Standard Drawings are located in the City's Engineering Design and Processing Manual.

b. Master Transportation Road Network

The Master Transportation Plan serves as the vehicular chapter of the currently adopted Circulation Element. The Master Transportation Plan presents changes to the circulation network identified in the Circulation Element (see City of Oceanside 2012:Appendix E).

c. Roadway Operations

Operational performance of roadway segment and intersection vehicular operations is described in terms of Level of Service (LOS), a measure for vehicular operations based on traffic flow characteristics. While LOS is no longer the metric for analysis of traffic impacts under the California Environmental Quality Act (CEQA), the City uses LOS as a means to measure adequacy of operations as detailed in the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (TIAG; City of Oceanside 2020). Table 4.16-2 describes the characteristics of each LOS category, which range from LOS A – approximating free flow conditions to LOS F – approximating the most congested flow. Existing (and proposed) policy encourages maintenance of LOS D or better on City roads.

Table 4.16-2
Vehicular Level of Service Definitions

LOS	Characteristics
A	Represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
B	Represents reasonably free-flowing conditions, but with some influence by others.
C	Represents constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably
D	Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.
E	Represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.
F	Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure
SOURCE: Appendix D.	

Figure 4.16-2 shows daily traffic volumes for road segments throughout the City and associated LOS. As shown, roadways operating below adequate levels are concentrated along Oceanside Boulevard, North Coast Highway, and College Boulevard. Roadways within the SSCSP Planning Area currently operate at LOS D or better.

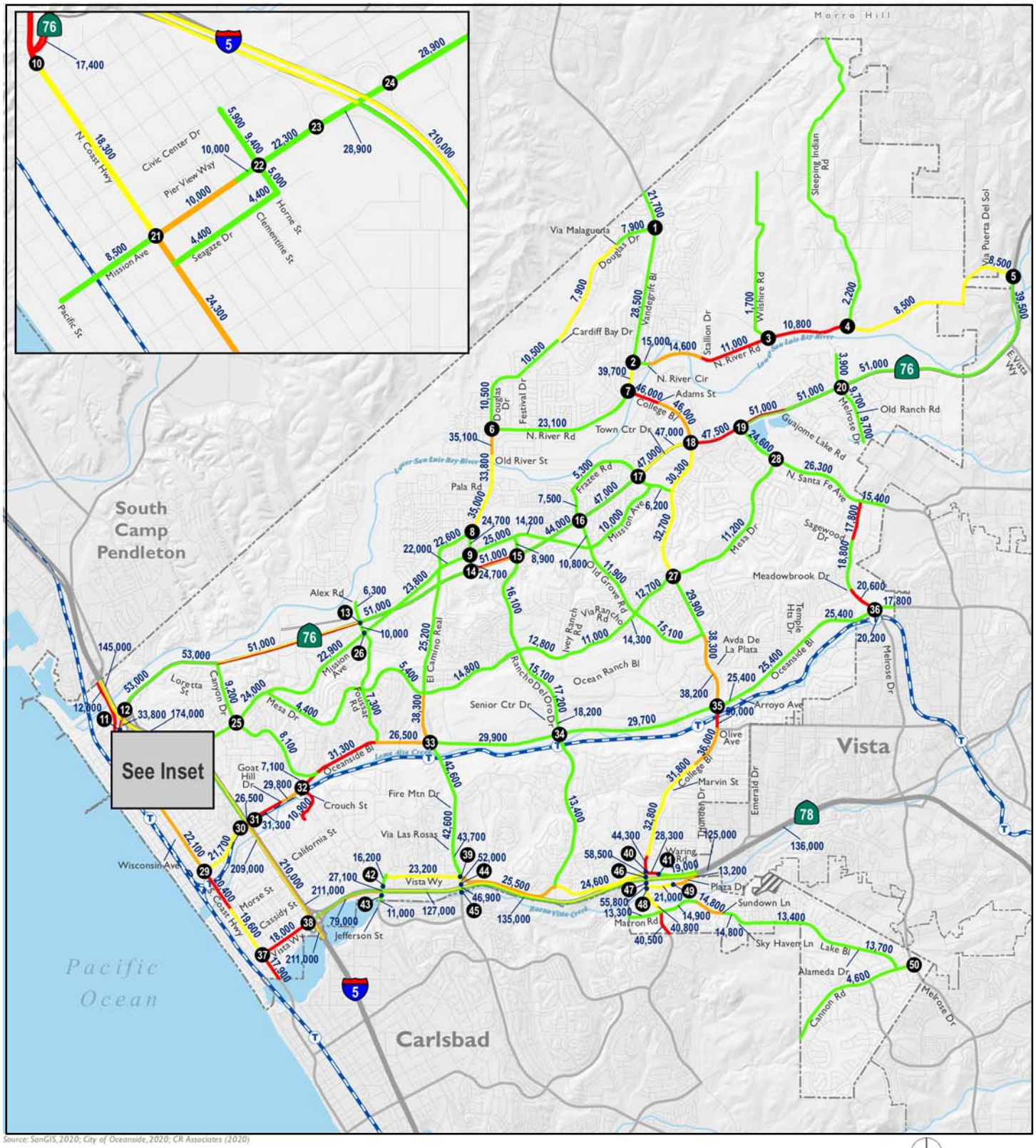


FIGURE 4.16-2
Existing Traffic Volumes and Roadway Level of Service

d. Vehicular Safety

Traffic collision data was obtained from the San Diego Association of Governments (SANDAG) for the five-year period of 2018 to 2022. The number of collisions per year were as follows: 2018 (1,556 collisions); 2019 (1,287 collisions); 2020 (1,116 collisions); 2021 (1,423 collisions); and 2022 (1,375 collisions) (SANDAG 2024). Collisions have been largely concentrated at intersections along major roads, such as State Route 76 (SR-76), Oceanside Boulevard, El Camino Real, and College Boulevard. As previously shown in Figure 4.16-2, these corridors carry the City's greatest volumes of vehicular traffic (City of Oceanside 2021).

4.16.1.2 Main Streets and Highways

The regional vehicular transportation facilities in the City consist of I-5, SR-76, and SR-78. I-5 is a north-south freeway that provides regional transportation access to the city of San Diego to the south and to Orange County and the city of Los Angeles to the north. The major thoroughfares of the City's circulation network consist of Oceanside Boulevard, Mission Avenue, Melrose Drive, Coast Highway, Rancho Del Oro Drive, College Boulevard, and El Camino Real.

The SSCSP Planning Area is primarily comprised of inland segments of Mission Avenue, Oceanside Boulevard, and Vista Way/Plaza Drive. These roadways serve as the City's principal east-west transportation corridors. The operation of each roadway are as follows:

- Mission Avenue operates as a four-lane major arterial with a raised central median.
- Oceanside Boulevard operates as a four-lane arterial between I-5 and El Camino Real, a six-lane prime arterial between El Camino Real and College Boulevard, and a four-lane major arterial between College Boulevard and the City's eastern boundary.
- The majority of Vista Way operates as four-lane secondary collectors with two-way left-turn lanes.

4.16.1.3 Public Transit

Figure 4.16-3 shows the existing public transportation routes and stops throughout the City. As shown, the North County Transit District (NCTD) maintains a number of bus routes throughout the City and the bus service is referred to as the Breeze service. Additional transit in the City includes Americans with Disabilities Act (ADA) paratransit service, the Coaster commuter rail, and Amtrak rail service. The City is home to five railway stations along the NCTD Sprinter rail line, which runs parallel to Oceanside Boulevard. The NCTD Coaster railway line makes one stop in the City at the Oceanside Transit Center (OTC). The OTC provides access to Breeze bus service, Coaster rail service, Metrolink rail service, Amtrak rail service, and ADA paratransit service. The OTC is a major transportation hub located in the San Diego segment of the Los Angeles-San Diego-San Luis Obispo coastal rail corridor that serves more than 1.2 million passengers each year and is in the midst of a $23.6 million platform improvement project that will increase the number of trains that can board passengers simultaneously and allow freight trains to move through the station while passenger trains are boarding.

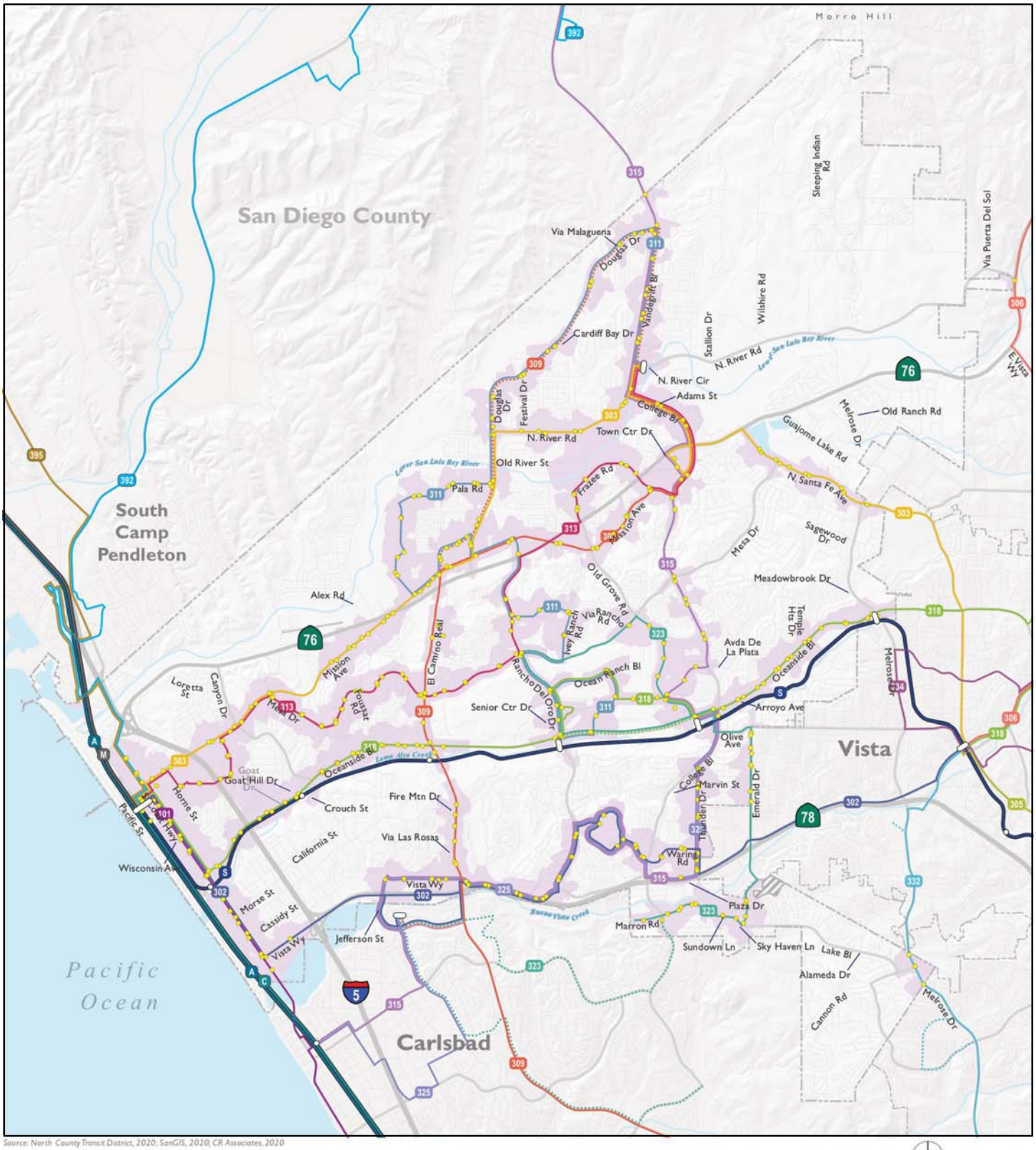


FIGURE 4.16-3
Existing Public Transportation

The SSCSP Planning Areas currently support public transit operations as follows:

- The Mission Avenue corridor is served by NCTD's 303 Breeze bus route. NCTD operates Monday through Sunday, excluding holidays. The hours of operation for the 303 bus route are approximately 4:00 a.m. to 10:00 p.m., Monday through Friday, and 6:00 a.m. through 10:00 p.m., Saturday and Sunday. The 303 bus has 43 stops departing from the Vista Transit Center and ending in the OTC. The San Luis Rey River Trail is an important active transportation facility within this corridor.

- The Oceanside corridor is served by NCTD's Sprinter rail line, which spans 22 miles, east to west, connecting the City, Vista, San Marcos, and Escondido, serving 15 stations along the Highway 78 corridor. The Sprinter runs every 30 minutes in each direction Monday through Friday, from approximately 4:00 a.m. to 9:00 p.m. Friday. Weekend trains operate every 30 minutes between 10:00 a.m. and 6:00 p.m. and hourly before 10:00 a.m. and after 6:00 p.m. The City is working to align and implement the western reach of the Inland Rail Trail within this corridor; completing this segment of the Inland Rail Trail would create a contiguous pedestrian and bicycle trail between Oceanside and Escondido.

- The Vista Way corridor is served by NCTD's 302, 315, and 325 bus routes. The 302 bus line has 42 stops departing from Vista Transit Center and ending at OTC. The 315 bus has 52 stops departing from Carlsbad Village Station and ending at Vandegrift Boulevard & 16th Street. The 325 bus line has 43 stops departing from Oceanside Boulevard & Avenida del Oro and ending at Carlsbad Village Station.

4.16.1.4 Pedestrian Mobility

Pedestrian mobility in the City is largely guided by the Pedestrian Master Plan (City of Oceanside 2009; see 4.16.2.3.b) The goal of the City's Pedestrian Master Plan is to establish future planning and design standards for development within the City that focuses on creating an accessible and safe physical network for pedestrians. The City's existing pedestrian infrastructure generally consists of sidewalks and pathways, crosswalks, and curb ramps. An inventory of existing infrastructure identified locations of deficiencies where sidewalks and curb ramps are missing along public roads (Figures 4.16-4 and 4.16-5).

Vehicle-pedestrian collision data was obtained from the SANDAG for the five-year period of 2018 to 2022. The number of collisions involving the pedestrians per year were as follows: 2018 (53 collisions); 2019 (47 collisions); 2020 (46 collisions); 2021 (37 collisions); and 2022 (60 collisions) (SANDAG 2024). As seen, during the years 2018-2021, total collisions decreased. However, in 2022 the City experienced a high increase in the number of pedestrian-involved collisions.

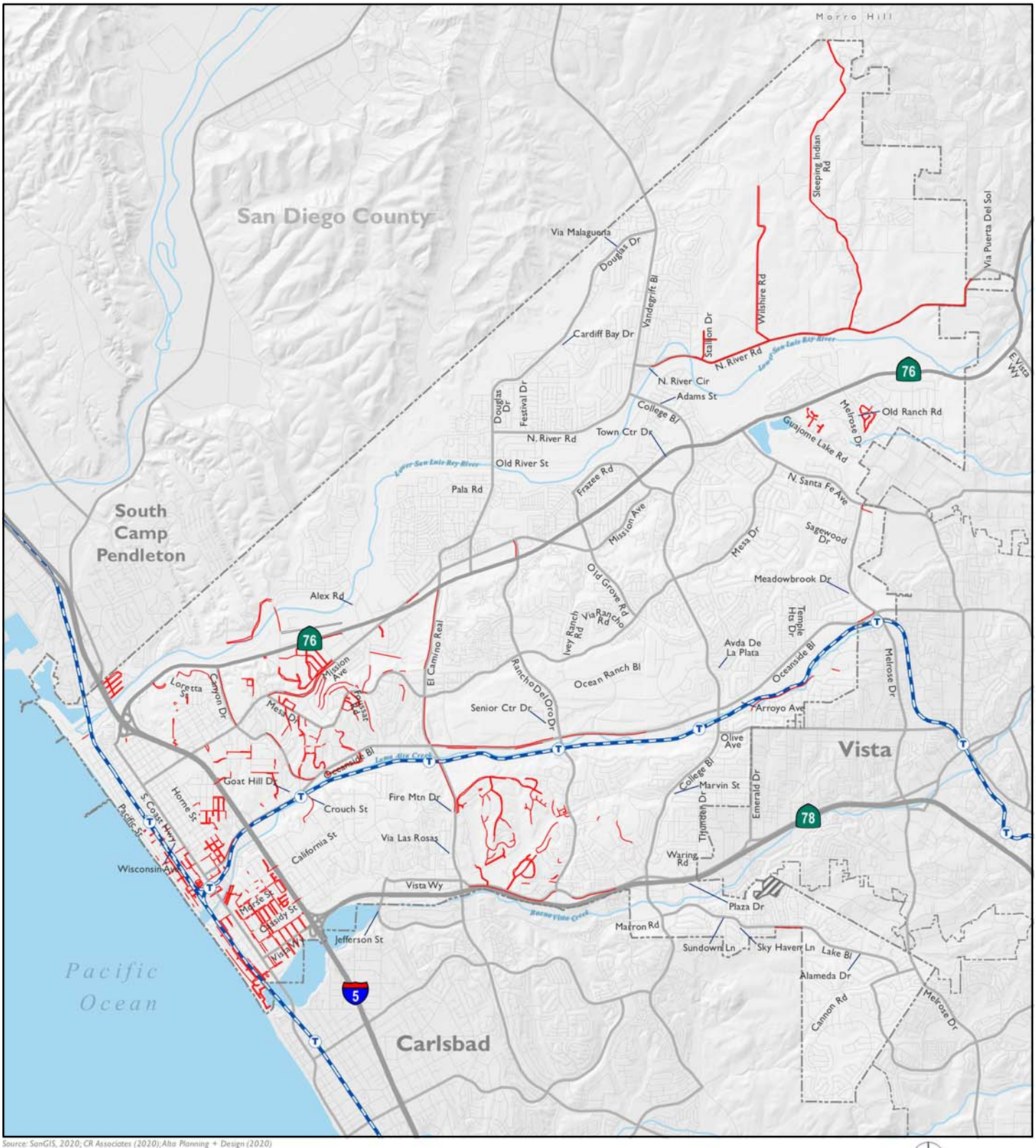
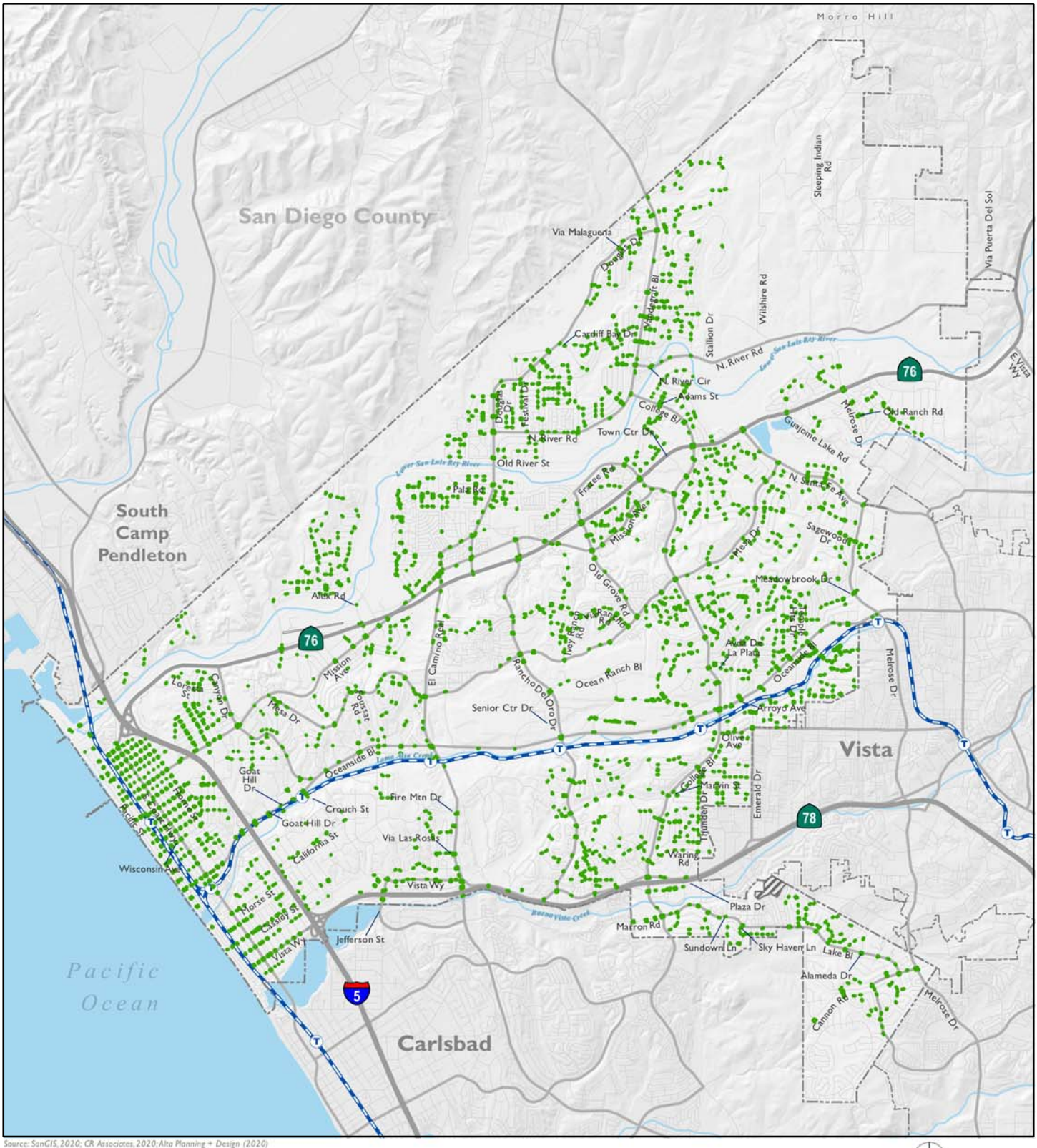


FIGURE 4.16-4
Missing Sidewalk Locations



Source: SanGIS, 2020; CR Associates, 2020; Alta Planning + Design (2020)

FIGURE 4.16-5
Existing Curb Ramps

4.16.1.5 Bicycle Mobility

Bicycle facilities within the City consist of a network of Class I (Bike Path), Class II (Bike Lane), and Class III (Bike Route) designated bike facilities, generally described as follows:

- Class I – Bike Path: Also referred to as a multi-use path or shared-use paths, a Class I facility provides a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. A bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is eight feet, with a two-foot-wide graded area adjacent to the pavement.

- Class II – Bike Lane: This class of bike facility provides a striped lane designated for bicycle use, prohibiting motor vehicles or pedestrians. A Class II bike lane is a one-way facility located on either side of a roadway. Pedestrian and motorist crossflows are permitted at locations such as intersections or vehicles preparing to make a right turn. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is five feet, or six feet when posted speeds are greater than 40 miles per hour.

- Class III – Bike Route: This classification provides for shared use of traffic lanes with cyclists and motor vehicles. A bike routes can be identified by signage and/or lane pavement markings called "sharrows." Such routes are best suited for low-speed, low-volume roadways with an outside lane of 14 feet or greater. Bike routes provide network continuity or designate preferred routes through corridors with high demand. Traffic calming features such as speed humps, traffic circles, and curb extensions can be used to help keep traffic speeds and volumes low, enhancing the comfort along these shared use facilities.

- Class IV – Separated Bikeway: Also referred to as a cycle track, a Class IV facility provides a right-of-way designated exclusively for bicycle travel within the roadway that is physically separated from vehicular traffic. A cycle track can be designed for one- or two-way travel. Examples of physical separation include vertical separation (e.g., sidewalk level), flexible posts, railings, planters, or with on-street parking.

The location of the City's existing bicycle facilities is shown in Figure 4.16-6. Total mileage of the City's bicycle network is 106 miles, providing connectivity to all Sprinter stations, OTC, and San Luis Rey Transit Center.

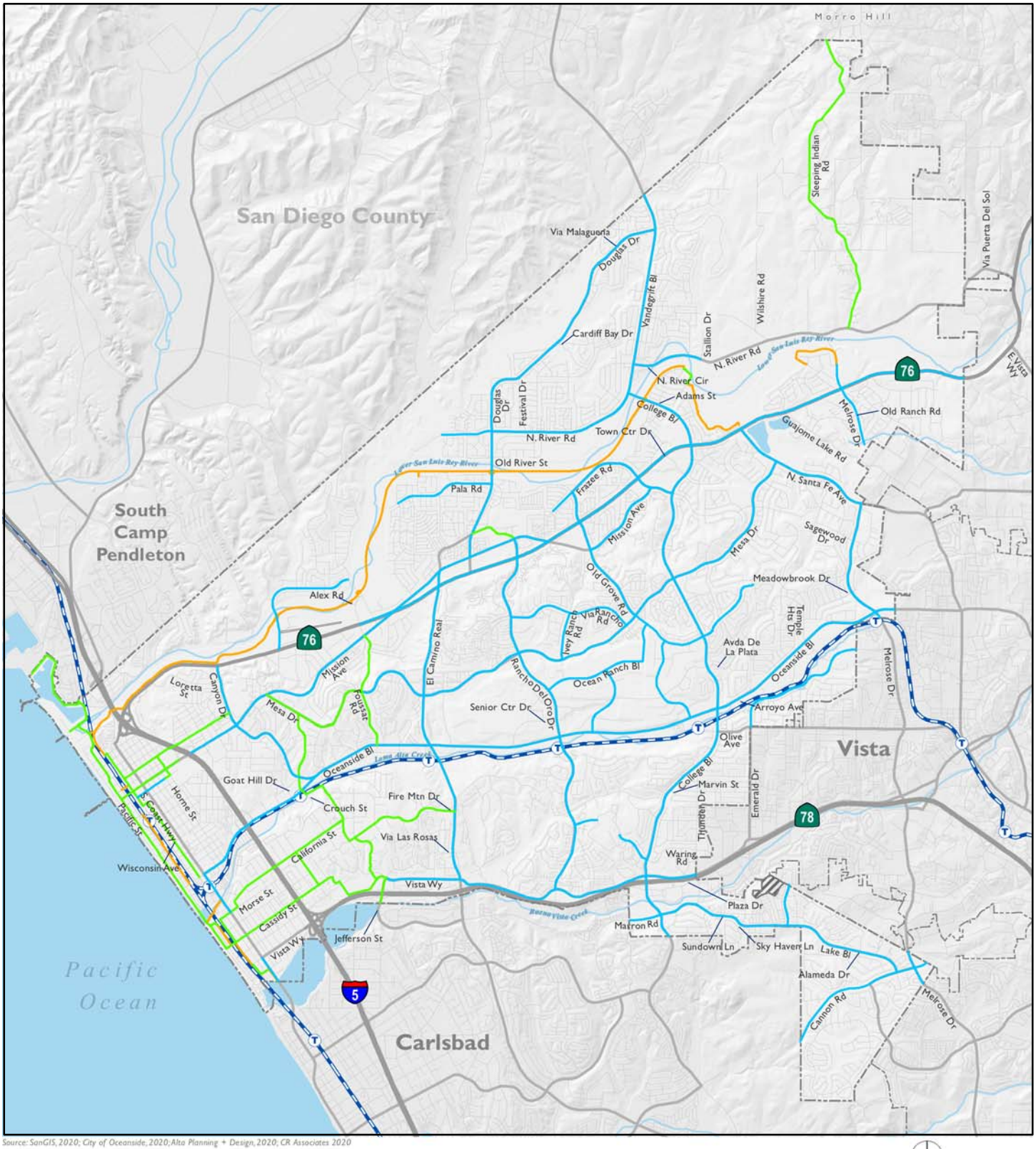


FIGURE 4.16-6
Existing Bicycle Facilities

The City's Bicycle Master Plan (City of Oceanside 2017; see Section 4.16.2.3.a) identifies the gaps in the existing regional bikeway facilities. There are a few bike lanes that do not continue to the upcoming intersection due to roadway narrowing as they approach the intersection. Intersections where bike lanes are incomplete include:

- Melrose Drive at Santa Fe Avenue
- Oceanside Boulevard at Coast Highway 101
- Oceanside Boulevard at I-5 Northbound Ramps
- Oceanside Boulevard at Crouch Street
- Oceanside Boulevard at El Camino Real
- Oceanside Boulevard at College Boulevard

Additional gaps include the following, pursuant to the 2017 update of the Bicycle Master Plan:

- The San Luis Rey River Trail currently ends at North Santa Fe Avenue, but plans are in place to extend the trail southeast through Guajome Park and eventually connect with the Oceanside-Escondido Rail Trail.

- Bike lanes are non-existent on El Camino Real between Mission Avenue and Mesa Drive. This stretch of road continues as bike lanes north past Mission Avenue and south past Mesa Drive. Due to the topography and lack of shoulder width, bike lanes have been excluded on this section of El Camino Real, although it is programmed to have bike lanes.

- Bike lanes on westbound Mission Avenue do not continue west of I-5, except for a Class II bike route is provided on Mission Avenue from Horne Street to Pacific Street.

- There are no bike lanes on Mission Avenue/SR-76 between Saddleridge Road and the City limit.

- There are no east-west bicycle facilities connecting I-5 and the coast between Oceanside Boulevard and the San Luis Rey River Trail, except a Class III bike route on Civic Center Drive/Bush Street currently provides an east-west connection between the coast and areas east of I-5.

Vehicle-bicycle collision data was obtained from the SANDAG Traffic and Safety Dashboard for the five-year period of 2018 to 2022. The number of collisions involving bicycles per year were as follows: 2018 (51 collisions); 2019 (32 collisions); 2020 (36 collisions); 2021 (58 collisions); and 2022 (66 collisions) (SANDAG 2024). As seen, during the years 2018-2021, total collisions fluctuated. However, in 2022 the City experienced a high increase in the number of bicycle-involved collisions.

4.16.2 Regulatory Setting

4.16.2.1 State

a. California Complete Streets Act of 2008

The Complete Streets Act (Assembly Bill [AB] 1358) was passed in 2008. As required by this act, upon any substantial revision to a General Plan, jurisdictions must incorporate revisions to the Circulation Element that plan for a balanced multimodal transportation network that meets the needs of all users including motorists, pedestrians, bicyclists, and users of public transportation. The act is intended to move the focus away from vehicular transportation to multimodal transportation, and, in part, to reduce greenhouse gas (GHG) emissions and promote physical activity and public health. In December 2010, the Governor's Office of Planning and Research (OPR) refined its General Plan guidelines to provide direction on how local jurisdictions may prepare plans to safely and conveniently accommodate alternative modes of transportation in various urban and rural contexts.

b. Senate Bill 375: Sustainable Communities and Climate Protection Act

Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act, was signed into law in September 2008. SB 375 required the California Air Resources Board to set regional targets for reducing GHG emissions from passenger vehicles in accordance with the California Climate Change Scoping Plan (see PEIR Section 4.5). The act is intended to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that Metropolitan Planning Organizations' Regional Transportation Plan.

c. Senate Bill 743: California Environmental Quality Act Transportation Analysis Changes

SB 743 (2013) created a process to change the way projects analyze transportation impacts pursuant to CEQA. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of vehicle miles traveled, and the associated reductions in GHG emissions, creation of multimodal networks, and promotion of a mix of land uses. SB 743 requires the OPR to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

4.16.2.2 Regional

a. San Diego Forward: The Regional Plan

SANDAG is the regional authority that creates region-specific documents to provide guidance to local agencies, as SANDAG does not have land use authority. SANDAG's Regional Plan (SANDAG 2021) is a long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The purpose of the Regional Plan is to provide direction and guidance on future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout San Diego County as stipulated under SB 375. The Regional Plan establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The Regional Plan encourages an increase in residential and employment concentrations in areas with the best existing and future transit connections, and preservation of important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation.

The Regional Plan also addresses border issues, providing an important guideline for communities bordering Mexico. In this case, the goal is to create a regional community where San Diego, its neighboring counties, tribal governments, and northern Baja California mutually benefit from San Diego's varied resources and international location.

b. SANDAG Regional Bike Plan

The Riding to 2050, the San Diego Regional Bike Plan adopted by SANDAG supports implementation of the Regional Plan. It provides a regional strategy to make riding a bike a useful form of transportation for everyday travel. The plan will help San Diego meet its goals to reduce GHG emissions and improve mobility. The goals of the Regional Bike Plan includes increasing levels of bicycling; improving bicycling safety; encouraging the development of Complete Streets; supporting reductions in emissions; and increasing community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest-priority projects. Priority is chosen in part based on proximity to smart growth areas, taking into account that bikeways would be used more often if they connect high-density activity hubs within a short distance of each other, and on whether a project would fill key gaps in the regional bike networks. The Regional Bike Plan is currently being updated as part of SANDAG's Active Transportation Program.

c. North County Comprehensive Multimodal Corridor Plan

The North County Comprehensive Multimodal Corridor Plan (CMCP) identifies all three SSCSP corridors (Mission Avenue, Oceanside Boulevard, and Vista Way excluding the Plaza Boulevard extents of that SSCSP corridor) as "Mobility Boulevards." In the CMCP, mobility boulevards are one of the strategic anchors of North County's mobility system, linking local activity centers to regional networks while also providing subregional connectivity. They emphasize multimodal design, safety and comfort for all modes of travel, and "person throughput" over vehicle throughput. Key strategies for mobility boulevards include "smart" arterials which use technology to optimize traffic conditions,

space to accommodate higher quality active transportation facilities, high frequency transit services, and traffic signals equipped with Transportation System Management and Operations technology to provide coordination between travel modes. Elements of these strategies are envisioned for all three SSCSP corridors. To the extent feasible, SSCSP recommendations for each corridor observe the CMCP's recommendations.

4.16.2.3 Local

a. 2008 Bicycle Master Plan (2017 Update)

The 2008 Bicycle Master Plan was approved by City Council on December 17, 2008. The Bicycle Master Plan was updated in 2017 to reflect projects completed since the plan was approved. The City's Bicycle Master Plan identifies the location and types of bicycle facilities within the City in a manner that promotes multimodal connections and provides alternatives to vehicular travel. The plan identifies top priority projects and estimated costs to complete each identified project segment. Financing programs and funding sources are also identified. The plan also provides design guidelines intended to guide development of all bikeway facility types in the City.

b. 2009 Pedestrian Master Plan

The purpose of the Pedestrian Master Plan is to provide policies and guidelines for pedestrian improvements within the City to make walking safer, accessible, easier, and more attractive for pedestrians. The plan serves as a framework for implementation of City plans and policies that relate to pedestrian infrastructure. Major goals of the plan focus around safety, walkability, connectivity, accessibility, and alternative transportation. The City's Pedestrian Master Plan identifies design standards, the installation and maintenance of pedestrian facilities, and the provision of safe pedestrian circulation throughout the City.

c. Thoroughfare and Traffic Signal Fee Program

The City has adopted a Thoroughfare and Traffic Signal Fee Program, with the most recent update to the fees being July 1, 2017. This is based on Resolution No. 16-R0324-1, adopted May 18, 2016. The traffic signal fee was established by Ordinance No. 87-19, while the thoroughfare fee was established by Ordinance No. 83-01. The purpose of the Thoroughfare and Traffic Signal Fee Program is to finance the construction of roads, bridges, and traffic signals.

d. Oceanside Municipal Airport Land Use Compatibility Plan

The Oceanside Municipal Airport Land Use Compatibility Plan (ALUCP) serves as a planning document that promotes the compatibility between the airport and the land uses that surround it. The ALUCP provides a policy framework that provides for orderly growth within and around the airport while safeguarding the general welfare of inhabitants within the vicinity of the airport. The ALUCP serves as a tool for the San Diego County Airport Land Use Commission to utilize when reviewing project proposed to be located within the identified Airport Influence Area. In addition, the ALUCP provides compatibility policies and criteria applicable to the City of Oceanside that assists

and informs their preparation or amendment of general plans and to landowners in their design of new development.

e. City of Oceanside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service

City of Oceanside TIAG, adopted 2020, provides City-specific guidelines to adhere to SB 743 which replaces the analysis of LOS with vehicle miles traveled (VMT) for projects qualifying to meet documentational requirements under CEQA. The guidelines provide: a framework for transportation analysis based on the City's transportation policies and the General Plan; the transportation analysis significance criteria, screening criteria, and thresholds of significance for environmental clearance for development projects, City transportation projects, and General Plan amendments; and the appropriate methodologies, procedures, and process for the preparation of a transportation analysis report within the context of CEQA (City of Oceanside 2020).

4.16.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.16.3.1 Policy Framework

The following policies are examples of the policy framework intended to promote effective mobility throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Integrated Mobility Element (IM)

The IM would replace the City's existing Circulation Element working in tandem with the proposed ECLU. Together, the elements provide direction for the integration of land use goals and a mobility network that supports limited extensions of roadways, increased demands for transit, creation of more walkable and bikeable environments, and allowing for "mobility hubs" where a range of transportation modes and complementary land uses converge to provide travelers with convenient connections and a range of commercial services and public amenities. Overall, the City's proposed mobility network would offer a wide range of transportation options supporting efficient land uses by encouraging high-density residential and mixed-use development in proximity to transit and active transportation facilities.

Safe Movement

- Policy 4-34: Design all streets within the City in accordance with the City Engineer's Design and Processing Manual, unless otherwise approved by the City Engineer.

- Policy 4-37: Continue to pursue funding to improve multimodal transportation safety through programs such as the Safe Routes to School (SRTS) program, Highway Safety Improvement Program (HSIP), Safe Streets and Roads for All (SS4A), and Active Transportation Program (ATP).

Efficient and Complete Networks

- Policy 4-41: Implement the roadway classifications identified in Figure 4.4 and roadway modifications in Table 4.1, as funding and opportunities become available. Roadways shall be designed to provide the facilities and level of access necessary to serve existing and proposed land uses designated in the Efficient and Compatible Land Use Element, while also supporting regional travel.

- Policy 4-43: Seek to maintain Level of Service D or better for all roadways and intersections, with the exception of the locations below, or at the discretion of the City Engineer:

- Policy 4-47: Ensure development projects analyze potential influences on the transportation network consistent with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment.

- Policy 4-48: Require development projects to provide appropriate dedications to implement planned transportation infrastructure and construct adequate internal circulation for all travel modes.

- Policy 4-50: Roadway construction, such as road widening, intersection widening, or construction of new roadways, should only occur when the level of service on the road and/or at nearby intersection is expected to degrade to an unacceptable level by a proposed development and warrants the construction of the roadway.

Fees/Right-of-Way Dedication/Required Improvements

- Policy 4-59: The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes to the completion of the circulation system. In addition to City imposed fees, property owners may create assessment districts for supplemental funding.

- Policy 4-61: The City shall require new developments to:

    a. Provide street improvements according to the standards of the City Engineering Department.

    b. Dedicate necessary right-of-way when the proposed property is adjacent to streets classified in Figure 4-4.

c. Provide all necessary grading, installation of curbs, gutters, sidewalks, parkway tree planting, and streetlights along fronting and internal roadways, unless these improvements are provided through other means.

d. Provide half-street, plus 12-feet, improvements beyond the centerline in accordance with City standards.

- Policy 4-62: Consistent with City protocol meant to enhance the efficiency of Oceanside's roadway network, if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements.

Sustainable Travel

- Policy 4-65: Reduce VMT by prioritizing pedestrian and bicycle travel and/or incorporating active transportation enhancements, when feasible.

- Policy 4-67: Support expansion of electric vehicle charging stations throughout the City, where appropriate.

b. GPU Efficient and Compatible Land Use Element (ECLU)

The ECLU provides direction for the coordination of land uses and mobility planning to promote walking, biking, and transit, and improve access throughout the City.

- Policy 3-2: Leverage existing infrastructure and transit service by allowing higher density development along the City's three major east-west corridors.

- Policy 3-30: Require new mixed-use development to promote linkages with adjacent uses, including residential uses, so that residents can more easily access these areas, provide adequate and secure bike parking facilities, and incorporate curb management strategies.

- Policy 3-31: Where feasible, coordinate with transit agencies and service providers to require new mixed-use developments to provide safe and easy access to transit service.

- Policy 3-45: Ensure that new development and capital improvements maintain minimum sight distance for motorists, pedestrians, and bicyclists.

- Policy 3-73: Accommodate ride-hailing and ride-share vehicles in new commercial developments by providing convenient temporary parking areas with easy access for customers.

- Policy 3-89: Provide active transportation facilities in new industrial developments including pedestrian and bicycle paths, bicycle storage and locking facilities, and water fountains.

c. SSCSP Land Use

The SSCSP Land Use chapter supports new mobility connections including expanded transit, bicycle/pedestrian facilities, and greenways to reduce dependence on automobiles and improve linkages between the corridors and adjacent neighborhoods.

- Policy LU-1: Mix of Uses. Ensure that new development contributes to a vibrant and walkable mixed-use environment that supports the following:
  - Both small, locally-oriented shops and large anchor stores;
  - Residential and office uses;
  - Parking accommodated in an efficient manner and removed from primary street frontages (e.g. parking structures, below grade/above roof parking, district parking lots distributed through the area);
  - A wide range of pedestrian amenities;
  - Plazas, paseos, linear parks, and other public realm improvements that support gathering and interaction;
  - Both rental and for-sale housing opportunities for all community members

- Policy LU-12: Neighborhood Serving Commercial. Orient neighborhood serving commercial establishments to the public realm and to the extent feasible ensure ready access to pedestrian and bicycle connections.

- Policy LU-13: Integrated Commercial Development. Require new commercial development to be cohesively integrated into the community fabric through direct building/street interfaces and pedestrian and street connections to public spaces, transit stops, and adjacent developments.

Mission Avenue Corridor

- Policy LU-40: State Route 76. Collaborate with Caltrans and SANDAG to render State Route 76 less of a barrier to walking and bicycling through grade-separated intersections and enhanced at-grade crossings.

Oceanside Boulevard Corridor

- Policy LU-44: Housing. Support medium-to-high density development along the corridor in strategic locations near transit hubs and major intersections, while retaining land resources for industrial uses.

Vista Way Corridor

- Policy LU-48: Efficient Land Use. Leverage the corridor's proximity to State Route 76 and the cities of Carlsbad and Vista to expand retail, medical office, commercial recreation, and residential uses through more efficient land use – e.g., multi-story development, efficient parking design, utilization of outdoor spaces for dining and other activities.

4.16.4 Conflict with a Program Plan, Ordinance, or Policy

4.16.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to conflicting with a program plan, ordinance, or policy are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.16.4.2 Impact Analysis

The proposed GPU and SSCSP would be consistent with SANDAG plans and complete street strategies. The project includes recommendations for improved pedestrian and bicycle routes developed to focus and prioritize investment in the City's pedestrian network and ensure that improvements occur at the most appropriate locations (see Sections 3.4.3.1 and 3.4.3.2 and Figures 3-3 and 3-4). Planned modifications to the City's road network is discussed in Section 3.4.3.4, and summarized in Table 4.16-3.

Table 4.16-3
Planned Roadway Modifications

Facility	Existing (2021)		Planned (2050)	
	# lanes	Classification	#lanes	Classification
North River Road: North River Circle to Wilshire Road	2	Collector	4	Secondary Collector
North River Road: Wilshire Road to Sleeping Indian	2	Collector	4	Major
Oceanside Boulevard: I-5 to El Camino Real	4	Secondary Collector	4	Major
North Coast Highway: SR-76 to Seagaze Drive	4	Secondary Collector	2 w/o TWLTL*	Collector
South Coast Highway: Seagaze Drive to Oceanside Blvd	4	Secondary Collector	2 w/o TWLTL*	Collector
Canyon Drive: SR-76 to Mission Avenue	4	Secondary Collector	2 w/ TWLTL	Collector
El Camino Real: Mesa Drive to Oceanside Boulevard	4	Major	5	Major
Douglas Drive: Vandegrift Blvd. to Via Malaguena	4	Secondary Collector	2 w/ TWLTL	Collector
Vandergrift Blvd: Northern City Limit to North River Road	5	Major	4	Major
College Boulevard: Old Grove Road to Olive Drive	4	Major	6	Major
Melrose Drive: N. Santa Fe Avenue to Sagewood Drive	2	Collector	4	Major

TWLTL = two-way left-turn lane; SR-76 = State Route 76
*Roundabouts are planned along Coast Highway. Where space is constrained, implementation of the TWLTL or raised median will not be necessary.

The road modifications (see Figure 3-6) intended to align with planned multimodal improvements, accommodate forecasted transportation demands and travel pattern shifts associated with planned land uses, and contribute to sustained economic activity and growth (City of Oceanside 2024). The road modifications would also assist in the City's strategy of providing a complete streets network, as directed by the Complete Streets Act and further supports SANDAG's Regional Transportation Plan and Regional Bike Plan. Generally, a complete streets network consists of streets 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 taking transit (State of California 2010).

The City's mobility system would be supported by an Active Transportation Plan (ATP) which promotes improvements that connect pedestrians and bicyclists to commercial districts and community facilities. The ATP would consolidate the City's Pedestrian and Bicycle Master Plans and identify priority projects that close gaps in the City's active transportation infrastructure. Implementation of the ATP would support completion of priority projects identified in the Bicycle and Pedestrian Master Plans resulting in improved non-motorized movement throughout the City. The ATP would also serve to support GPU and SSCSP policies focusing on improving pedestrian and bicycle amenities and trail connections.

Like the Circulation Element it is meant to replace, the City's IM includes policies calling for the application of LOS metrics as a means of ensuring adequate road and intersection operations throughout the City. The proposed IM includes goals and policies to minimize congestion and delay that could result from buildout under the GPU. Generally, the City has sought to maintain a service level of LOS D or better[1]. Specifically, if traffic generation of a proposed development would result in failure of the surrounding roads to meet the LOS D standard, IM Policy 4-67 requires transportation improvements to ensure adequate functioning of the transportation system. As further directed in IM Policy 4-52, future development would be required to prepare project level TOA to ensure project area roadways and intersections would continue to operate at adequate LOS after approval and construction of the development project. Roadway segment and intersection vehicular operational analyses would be prepared pursuant to the City's TIAG in effect at the time of development application. Operational performance would be described in terms of LOS, a measure for vehicular operations based on traffic flow characteristics. Based on the outcome of the TOA, the individual projects would include all necessary off-site roadway improvements as part of their project design to ensure potential decreases in LOS that would result from project implementation. Consistent with City standards and GPU policies related to LOS standards, project level TOAs would ensure future development would not conflict with programs, plans, ordinances, or policies related to the City's circulation system.

4.16.4.3 Significance of Impacts

The project would implement roadway and circulation improvements, new bicycle and pedestrian facilities, as well as the polices included in the GPU IM and SSCSP in order to improve the circulation network through the City consistent with adopted regional and local plans. Future development would be required to adhere to relevant GPU and SSCSP policies including preparation of project

[1]There are identified exceptions to the LOS D standards. See proposed GPU IM Element Policy 4-47).

level TOA to ensure site-specific development would not negatively affect roadway and/or intersection operations. Therefore, the project would not conflict with a plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

4.16.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16.5 Vehicle Miles Traveled

4.16.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to vehicle miles traveled are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

4.16.5.2 Impact Analysis

a. Study Scenarios

As discussed in the TIS (see Appendix D), the project's VMT analysis utilized three study scenarios:

- Base Year (2016) – establishes the existing baseline VMT within the project study area based on the SANDAG Series 14 ABM2+ Regional Model Base Year (2016) calibrated for the City.

- GPU (project) – represents the buildout of the GPU's land uses and mobility network, which were developed in collaboration with community members, City staff, and the project consultant team.

- Adopted General Plan – represents the growth the City may possibly see based on the current General Plan land uses and mobility network as they apply today.

All study scenarios were modeled using the calibrated SANDAG Series 14 ABM2+ Regional Model – City of Oceanside General Plan Update Model (the "Model"). The model assumed forecasted growth of the proposed land uses and transportation improvements.

b. Methodology

The analysis methodology was prepared in accordance with the City's compliance with the SB 743 legislation requiring the analysis of transportation impacts using VMT (see Section 4.16.2.c). The following definitions describe how VMT is referred to, calculated, and accounted for in this CEQA impact analysis:

- VMT per Capita includes all vehicle-based person trips grouped and summed to the home location of individuals who are drivers or passengers on each trip. It includes home-based

and non-home-based trips. The VMT for each home is then summed for all homes in a particular census tract and divided by the population of that census tract to arrive at VMT per Capita.

- VMT per Employee includes all vehicle-based person trips grouped and summed to the work location of individuals on the trip. This includes all trips made by employees (commute-portion only) with a job in Oceanside. The VMT for each work location is then summed for all work locations in a particular census tract and divided by the number of employees of that census tract to arrive at VMT per Employee.

- Total Retail VMT is the sum of all vehicle trips generated by retail uses in the community multiplied by their associated trip lengths.

- Transportation Projects (VMT) that are included in a General Plan or Community Plan should be analyzed at the general plan/community plan level because the change to a roadway configuration affects the VMT efficiency of the City's VMT per Capita and VMT per employee. The impacts or lack thereof due to the roadway configuration(s) are already accounted for in VMT per Capita and VMT per employee. VMT Analysis for roadways projects can be best considered at regional, citywide, and community levels prior to the consideration of individual projects. The Institute of Transportation Engineers (ITE) San Diego Regional Guidelines recommend that projects included in the citywide or community plan may be presumed to have less than significant VMT impacts (ITE 2019).

The TIAG state that a significant transportation impact would occur if the project exceeds the City's thresholds for compliance with SB 743 legislation, as identified in Table 4.16-4.

Table 4.16-4
VMT Impact Analysis – Project

Land Use Type[1]	VMT Metric	Threshold for Determination of a Significant Transportation VMT Impact
Residential	VMT per Capita	Below 85% regional average[2] VMT per Capita
Employment	VMT per Employee	Below 85% regional average[2] VMT per employee
Retail	Retail VMT	Zero net increase in VMT generated by retail uses
Transportation Project	N/A	Already reflected in the VMT per Resident/Capita efficiency

VMT = vehicle miles traveled.
[1]The thresholds included in this table are for the pertinent land use types of the GPU. Other land use thresholds (e.g., hotel, institutional, mixed-use, etc.) have been excluded as those thresholds are more land use specific and for project level analyses.
[2]The regional average is determined using the Base Year (2016) of the current version of the SANDAG Regional Travel Demand Model (Series 14, version 13.3.2) that has been calibrated for the City.

c. GPU Buildout Employee/Residential

Under base year (2016) conditions, the San Diego region has an average VMT per capita of 19.0 and average VMT per employee of 19.1, whereas the City has an average VMT per capita of 18.0 and average VMT per employee of 13.4. The VMT reports for base year are included in Appendix D.

By 2050, with the implementation of the project, the VMT efficiency of the City substantially improves to 15.6 for VMT per Capita and 10.3 for VMT per Employee. Therefore, VMT associated with both residential and employment land uses would fall below the VMT impact threshold of 85 percent of the regional base year.

d. GPU Buildout Transportation

As mentioned previously, the effects due to roadway configurations are already accounted for in VMT per Capita and VMT per Employee. In other words, the miles traveled by residents and employees are directly correlated to the transportation network available to travel through. Additionally, as recommended by ITE Guidelines, transportation projects included in citywide or community plans may be presumed to have less than significant VMT impacts.

e. Individual Projects

Although buildout under the GPU/SSCSP would not result in an overall exceedance of the City's VMT threshold, individual projects processed under the GPU and SSCSP could individually exceed the threshold. Pursuant to the City's TIAG , future projects consistent with the GPU which would generate greater than 1,000 ADT, or future projects inconsistent with the GPU which would generate greater than 500 ADT, would be required to prepare a VMT analysis. Table 4.16-5 identifies the significance thresholds for proposed land uses.

Table 4.16-5
City Project VMT Thresholds

Project Type	Metric	Significance Threshold[1]
Residential	Resident VMT / Capita	Below 85% regional average
Commercial	Employee VMT / Employee	Below 85% regional average
Industrial	Employee VMT / Employee	Below 85% regional average
Retail [2]	Net increase in the regional VMT	Net increase in regional VMT
Mixed-Use	Evaluate each land use separately	Based on proposed land use
Redevelopment[3]	Based on the proposed land use	Based on proposed land use

SOURCE: City of Oceanside 2020.
[1]The City may request the applicant to analyze VMT using a more localized threshold if the project requires.
[2]Locally serving retail is presumed to decrease VMT however retail projects over 50,000 square feet are considered regionally serving.
[3]A redevelopment project that reduces VMT is presumed to have less than a significant impact and is screened out. The removal of affordable housing will require VMT analysis

If a project-specific VMT analysis determines that a project would individually exceed City thresholds, it would be required to apply reduction measures and strategies. The purpose of VMT reduction measures and strategies is to reduce the VMT generated by the project through a reduction of the distance driven, incentivizing non-vehicular modes, or reducing the number of vehicle trips. Application of mobility management strategies and additional reduction measures as detailed in the City's TIAG would allow individual projects to reduce project specific VMT impacts to below City thresholds (City of Oceanside 2020).

It is noted that pursuant to the City's TIAG, some future projects, regardless of ADT may qualify as "screened out," meaning the project has VMT reducing characteristics and is assumed to decrease VMT. A "screened out" project would not have to complete a VMT analysis under CEQA.

4.16.5.3 Significance of Impacts

VMT associated with residential and employment land uses, and transportation projects, would not exceed the thresholds indicated in Table 4.16-4 at buildout of the GPU. Likewise, through application of the City's TIAG individual projects that could exceed the VMT thresholds would be required to include reduction measures and strategies to meet City standards. Therefore, impacts related to VMT for residential and employment land uses would be less than significant.

4.16.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16.6 Design Feature Hazards

4.16.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to design feature hazards are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.16.6.1 Impact Analysis

The GPU and SSCSP does not include any requirements that would result in a substantial increase in hazards due to design features or incompatible uses. The GPU includes policies which would ensure future development would not introduce hazards onto the circulation network. All roadways or amenities such as pedestrian and bicycle facilities would undergo review and approval by the City Engineer. Adherence to City standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur as a result of the project. Future development would be required to adhere to all relevant proposed GPU and SSCSP policies. GPU IM Policy 4-38 ensures all streets within the City in accordance with the City Engineer's Design and Processing Manual, unless otherwise approved by the City Engineer. Additionally, GPU IM Policy 4-67 requires any future development that could create a safety hazard would be required to make any necessary off-site improvements to avoid any potential hazards. Future development and redevelopment would also be subject to applicable City road standards and would be designed consistent with all safety requirements pertaining to ingress and egress onto the circulation network. Therefore, the project would not result in substantially increasing road hazards.

4.16.6.2 Significance of Impacts

The GPU and SSCSP include policies that would ensure future transportation facilities would not introduce hazards onto the circulation network, and future development and redevelopment would also be designed consistent with regional and local standards. Therefore, the project would not substantially increase hazards, and impacts would be less than significant.

4.16.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16.7 Emergency Access

4.16.7.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to emergency access are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Result in inadequate emergency access?

4.16.7.1 Impact Analysis

As discussed in Section 4.10.6.2, buildout of the GPU and SSCSP would result in increased population and job creation throughout the City, primarily within the SSCSP Planning Area. Higher residential density and increased intensity of commercial activity could result in difficulty implementing the City's evacuation and emergency response plans. Future projects would be required to adhere to existing standards relating emergency access including the assurance of adequate ingress and egress into new development and maintaining adequate LOS on City streets. Additionally, future development would be required to implement proposed GPU and SSCSP policies focused on safe and efficient roadways. Specifically, GPU IM Policy 4-45 requires that all roadways are designed to provide the facilities and level of access necessary to serve existing and proposed land uses. Therefore, adherence to applicable citywide standards and GPU policies would ensure that the project would not result in inadequate emergency access.

4.16.7.2 Significance of Impacts

Adherence to applicable City standards and proposed GPU policies would ensure that the project would not result in inadequate emergency access, and impacts would be less than significant.

4.16.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16.8 Cumulative Analysis

The impact analysis for VMT is inherently cumulative in nature because it considers buildout of the City under the GPU. The IM and ECLU provide a comprehensive framework that would improve the circulation network through the City by encouraging new bicycle and pedestrian facilities and improving access to public transit. Specifically, under the GPU, VMT associated with residential and employment land uses, and transportation projects, would not exceed the thresholds indicated in Table 4.16-4. Additionally, through application of the City's TIAG individual projects that could exceed the VMT thresholds would be required to include reduction measures and strategies to meet City standards. Therefore, the project would not cumulatively contribute to impacts related to VMT. Cumulative impacts would be less than significant.

4.17 Utilities and Service Systems

This section addresses potential project impacts related to utilities and service systems that could result from implementation of the Onward Oceanside: the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City, while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. The analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

4.17.1 Existing Conditions

4.17.1.1 Existing Utility Agencies

a. San Diego County Water Authority

The San Diego County Water Authority (SDCWA) is the regional wholesale water agency in San Diego County, and serves 24 member agencies, including the City. SDCWA's supply mix includes imported water and desalinated seawater. SDCWA purchases supplies from the Metropolitan Water District of Southern California (MWD), which receives its supplies primarily from the State Water Project and the Colorado River. SDCWA also receives Colorado River water via transfers from Imperial Irrigation District (IID) and conservation savings from several canal-lining projects. Both of these sources have become increasingly unreliable since the early 1990s as a result of significant droughts, water rights issues, and environmental restrictions. SDCWA also purchases desalinated seawater and blends it into member agency supplies.

b. City of Oceanside Water Utilities Department

The City's Water Utilities Department is responsible for purchasing water from the SDCWA and delivering it throughout the City for domestic, commercial, irrigation, and fire protection purposes. The Water Utilities Department operates and maintains the City's water distribution system, and wastewater collection and treatment facilities. The Water Utilities Department also coordinates implementation of the of environmental services and programs related to clean water, solid waste and recycling, zero waste, water conservation, water pollution prevention, sustainability and energy conservation. The City's Green Oceanside campaign serves as an educational platform for all of the Water Utilities Department's environmental programs, and seeks to educate residents, businesses and visitors about how to be better stewards of the earth and to implement programs that protect and conserve natural resources. Services managed by the Water Utilities Department are discussed further below.

4.17.1.2 Wastewater Collection and Treatment

The City's existing sewer collection system consists of 486 miles of gravity pipeline, 50 miles of force mains, 36 lift stations, and 201 miles of private sewer laterals that connect customers to the sewer system. The City's sewer collection system is shown in Figure 4.17-1. While there are no overall treatment capacity issues currently, the 2015 Sewer Master Plan (see Section 4.17.2.2.g) capital improvements program (CIP) prioritization is based on urgency to address existing deficiencies and condition issues and provide capacity for future growth (City of Oceanside 2021a).

Wastewater within the SSCSP Planning Area is collected in a system of small diameter (4-inch to 8-inch) collectors to large diameter (24-inch) trunk sewers and force. There are approximately 16 miles of force mains and over 28 miles of gravity sewer mains within the SSCSP Planning Area. It is noted that the South Morro Hills area does not have any sewer infrastructure installed and all sewage in the area is disposed of via septic systems.

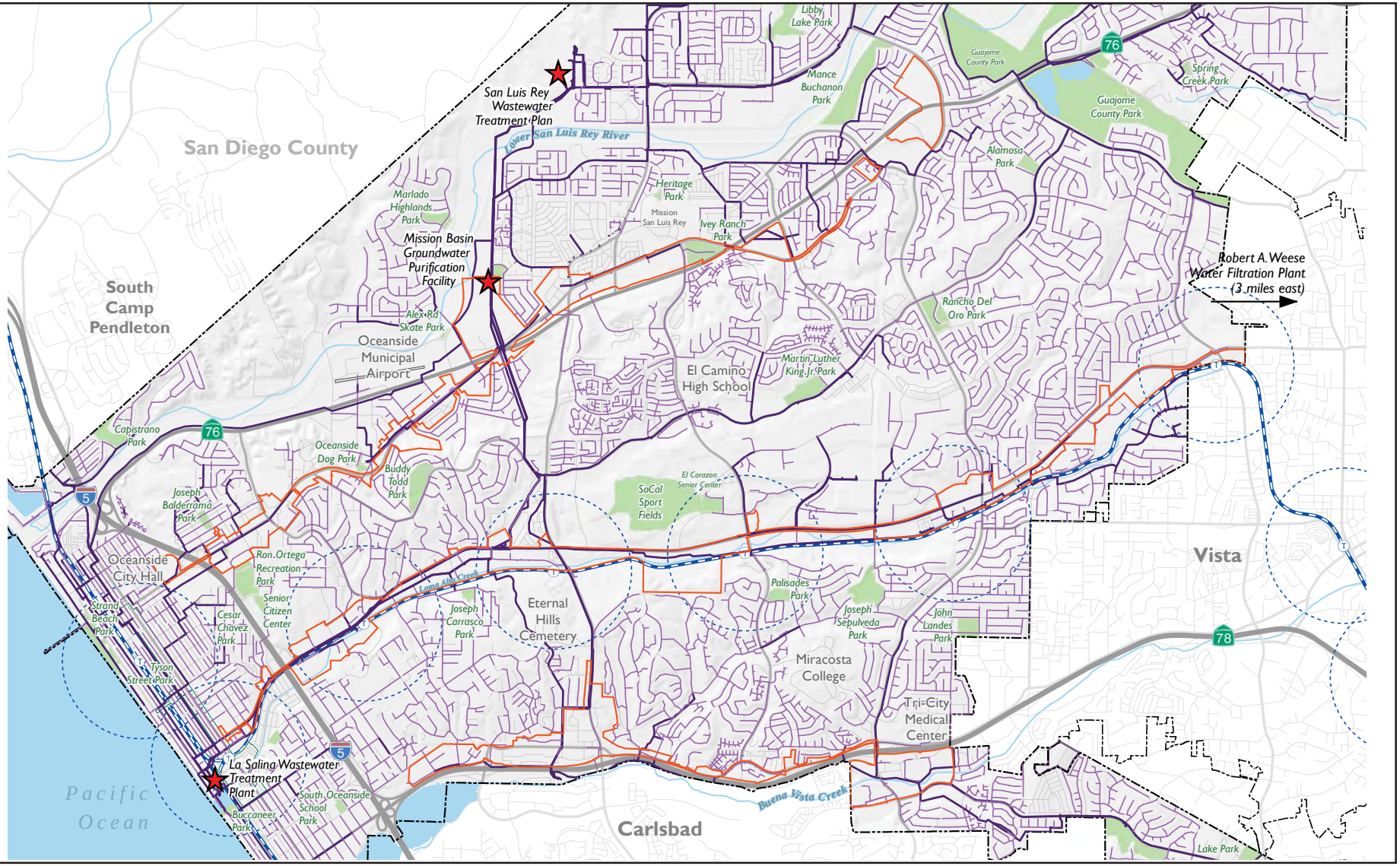
Wastewater is treated either at the La Salina Wastewater Treatment Plant (WWTP) or the San Luis Rey Water Reclamation Facility (WRF). Both treatment plants discharge treated wastewater to the Pacific Ocean through ocean outfalls. The system collects and treats an average of 12.5 million gallons per day (MGD) during dry weather, and up to 30.7 MGD during wet weather. Wet weather peaking factors are commonly around 2 to 2.5 times average dry weather flows. The City is currently in the process of decommissioning the La Salina WWTP; the San Luis Rey WRF tertiary processes were recently expanded and can treat up to 3 MGD of wastewater to non-potable recycled water standards (City of Oceanside 2021a).

Table 4.17-1 shows the historical average annual wastewater flows at the San Luis Rey and La Salina treatment plants.

Table 4.17-1
Average Annual and Peak Month Flows
San Luis Rey WRF and La Salina WWTP

	Year			
	2010	2011	2012	2013
San Luis Rey WRF				
Average Annual Flow (mgd)	10.3	10.0	10.0	9.8
Peak Month Flow (mgd)	11.3	11.1	10.4	10.4
Ratio of Peak Month to Average Annual Flow[1]	1.09	1.11	1.04	1.06
La Salina WWTP				
Average Annual Flow (mgd)	3.0	2.9	2.8	2.9
Peak Month Flow (mgd)	3.2	3.2	3.1	3.1
Ratio of Peak Month to Average Annual Flow[1]	1.07	1.09	1.08	1.07
Total System-Wide Average Annual Flow (MGD)	13.3	12.9	12.8	12.7

SOURCE: City of Oceanside 2015.
MGD = million gallons per day
[1]Peak month and average annual flows based on daily effluent flow data and an assumed process loss rate of 10 percent.



Wastewater Collection System

- Large Diameter Pipelines (>=10")
- Small Diameter Pipelines (<10")
- Planning Area
- Coast Highway Incentive District
- Sprinter Station
- Rail
- 1/2-mile Walkshed around Sprinter Stations
- City of Oceanside
- Sphere of Influence
- Neighbor City
- Agriculture
- Park
- Military Training
- Water
- River/Creek

Map Date: 3/21/2024

0 ¼ ½ 1 Mile

Source: Dudek, 2023; SanGIS, 2020; City of Oceanside, 2020; Dyett & Bhatia, 2020

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FIGURE 4.17-1
Existing Sewer Collection System

As shown in Table 4.17-1, between 2010 and 2013, the flows have essentially remained unchanged on an annual basis.

4.17.1.3 Recycled Water

The City has produced recycled water for many years, starting with the construction of the San Luis Rey WRF. The City has an existing recycled water system consisting of 11 miles of recycled water pipeline, or "purple pipe" infrastructure, that distributes recycled water to golf courses, parks, agriculture, and street landscaping. In total, the City received 249 acre-feet per year (AFY) of non-potable recycled water in 2020. Additional non-potable recycled water is delivered into Whelan Lake to maintain water levels, which received an estimated 241 acre-feet in 2020 (City of Oceanside 2021b).

The City is expanding and developing a more extensive recycled water system capacity and pipelines. As a member of the North San Diego Water Reuse Coalition, the City is coordinating with nine other water and wastewater agencies in northern San Diego County to maximize recycled water use and improve recycled water efficiencies. This system is planned to be expanded to provide 1,110 AFY of recycled water by the year 2030 and includes expansion of the WRF and approximately 12 miles of new 6- to 20-inch diameter pipelines (City of Oceanside 2021b).

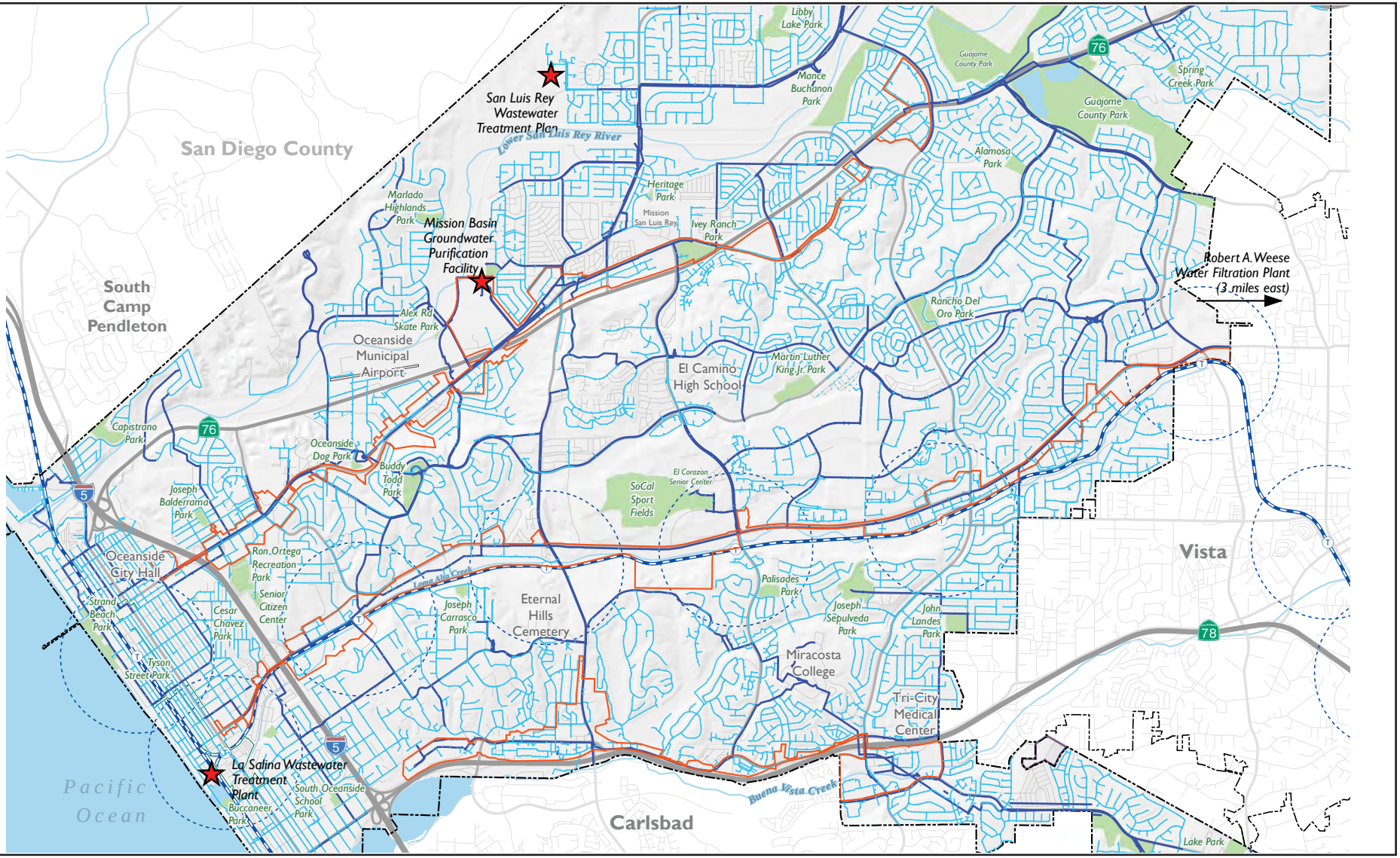
4.17.1.4 Water Systems and Supply

The City of Oceanside, as defined in the California Water Code Section 10617, qualifies as an Urban Water Supplier. The City is a public agency directly providing water for municipal purposes to more than 3,000 customers.

a. Existing Water Infrastructure System

The City's water distribution system includes 12 storage reservoirs located throughout the water system. At least one storage reservoir is in each of seven primary pressure zones (out of 28 pressure zones). In addition, the City operates 9 booster pump stations, 2 water supply pumping stations, 54 pressure regulating stations, and 7 altitude valves. Potable water is distributed to customers through 574 miles of pipelines extending throughout the City and ranging from 2 to 42 inches in diameter. Most of the piping in the system is 8 inches in diameter and is made of asbestos cement (AC) pipe (City of Oceanside 2021b). The City's existing water distribution system is shown in Figure 4.17-2.

Within the SSCSP Planning Area, the City supports approximately 55 miles of water mains ranging from 4-inch to 27-inch in diameter. Only a few necessary improvements were identified in the 2015 Water Master Plan within or immediately adjacent to the SSCSP Planning Area. Along the Oceanside Boulevard corridor and the Mission Avenue corridor, minor pipeline improvement projects are required to address existing fire-flow deficiencies identified in the hydraulic model evaluation. No pipeline or other major projects were identified along the Vista Way corridor (City of Oceanside 2015).



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Source: Dudek, 2023; SanGIS, 2020; City of Oceanside, 2020; Dyett & Bhatia, 2020

FIGURE 4.17-2
Existing Water System

b. Existing Water Demands

The City's major water use sectors are single-family residential, multi-family residential, commercial, industrial, irrigation, and agricultural. Table 4.17-2 summarizes the percentage of water use per sector in the year 2020.

Table 4.17-2
2020 Actual Water Demands (Potable)

Water Sector	Volume (AFY)[1]	Percentage of Demand
Residential - Total		58
Residential - Single-family	9,788	
Residential - Multi-family	4,172	
Public Landscape Irrigation	4,014	17
Other[2]	2,609	11
Commercial	1,818	8
Industrial	749	3
Agricultural	804	3
Total Potable Water Use	23,963[3]	100
Recycled Water Use	249	
Total Water Use	**24,212**	

SOURCE: City of Oceanside 2021b.
[1]AFY= acre-feet per year
[2]Approximately 11 percent of total water use in the City for 2020 went to other water uses that include non-revenue water and water losses.
[3]Includes 9 AFY associated with 16 customers in Vista Irrigation District's service area.

As shown in Table 4.17-2, actual water demands in 2022 were 24,212 AFY. The City's projected water demands for the year 2020 was 31,089 AFY (City of Oceanside 2015). Therefore, the City's actual water demands were less than projected. The City maintains water conservation efforts include pricing mechanisms, subsidies for water efficiency retrofitting and low-water landscaping, advanced metering infrastructure, voluntary water audits, mandatory water use efficiency measures during period of drought, and public information disseminated through the Green Oceanside program (City of Oceanside 2021c).

c. Existing Water Supplies

The City has two direct sources of potable water: water purchased from SDCWA, and local groundwater from the Mission Basin of the Lower San Luis Rey River Valley. SDCWA's imported water is sourced from the State Water Project and Colorado River via MWD and the Colorado River via transfers from IID and conservation savings from several canal-lining projects. The City received both treated SDCWA water and raw water from SDCWA, which is treated at the City's Robert A. Weese Water Filtration Plant prior to delivery. SDCWA also purchases desalinated seawater and blends it into member agency treated water supplies. Additionally, local groundwater is pumped from the Mission Basin and treated at the Mission Basin Groundwater Purification Facility (MBGPF).

Table 4.17-3 Historic Water Supply								
	Supply (AF)[1]						Average Supply (AFY)[2]	Percentage of Supply
Supply Source	2015	2016	2017	2018	2019	2020		
Imported from SDCWA[3]	20,400	21,316	22,224	21,293	19,305	21,662	21,033	89%
Groundwater (Mission Basin)	3,213	2,313	1,491	2,749	2,450	2,302	2,420	10%
Recycled Water (Non-Potable)	104	120	242	268	239	249	204	1%
TOTAL	**23,717**	**23,750**	**23,958**	**24,310**	**21,995**	**24,212**	**23,657**	**100%**

SOURCE: City of Oceanside 2021.
[1]AF= acre-feet
[2]AFY = acre-feet per year
[3]SDCWA = San Diego County Water Authority

As shown in Table 4.17-3, there was adequate water supplies in 2020 to support the City's water use (see Table 4.17-2).

4.17.1.5 Stormwater

The City's existing stormwater system consists of 2,790 gravity flow drainage facilities defined as individual portions of the drainage system separated by cleanouts, manholes, or changes in size, slope, or material for a combined total length of 477,450 linear feet. In addition, each facility is classified by the watershed in which the facility collects and discharges stormwater runoff. The seven distinct watersheds within the City used for classifying stormwater system facilities include Pilgrim Creek, San Luis Rey River, Garrison Creek, Loma Alta Creek, Buena Vista Creek, Aqua Hedionda Head Waters, and Pacific Ocean/Beach Area. In its Master Plan of Drainage (see Section 4.17.2.2.h), the City has identified a number of inadequate facilities throughout each of the watersheds, which are prioritized for improvement in the Master Plan of Drainage (City of Oceanside 2021a).

Specifically, within the SSCSP Planning Area, multiple storm drain facilities were found to be inadequate. Along the Mission Avenue corridor, inadequate facilities are mostly due to limited capacity for the 100-year storm and are thus considered lower priority. Along Oceanside Boulevard and Vista Way, there are more areas with 25-year and even 10-year inadequate facilities. This is likely due to these roadways being closer to the main drainage channels (Loma Alta Creek and Buena Vista Creek) where the storm drains have larger watersheds, and thus higher flows, than along Mission Avenue. Inadequate facilities identified in the Master Plan of Drainage are being addressed on the City's CIP project list. However, projects are addressed as needed and based on available funding (City of Oceanside 2013). Storm water is regulated by the City through Chapter 40 of the City's Code of Ordinances (see Section 4.17.3.b).

4.17.1.6 Solid Waste

Solid waste and recycling services are provided to the City through a contractor, Waste Management of North County to residential, commercial, and industrial customers. In 2020, approximately

95 percent the City's waste went to Otay Landfill in Chula Vista. The remaining waste went to El Sobrante Landfill in Corona (approximately 3 percent), Sycamore Landfill in San Diego (approximately 2 percent), and a small amount went to a handful of other facilities in southern California.

According to the California Department of Resources Recycling and Recovery (CalRecycle), the Otay Landfill has a remaining capacity of about 21 million cubic yards and is expected to remain in operation until 2030. The El Sobrante Landfill has a remaining capacity of about 3 million cubic yards, and it is expected to remain in operation until 2052. The Sycamore Landfill has a remaining capacity of 113 million cubic yards and is expected to remain in operation until 2042. As of 2021, the most recent year data was available, the City sent about 4.3 pounds per day (ppd) per resident and 17.2 ppd per employee of waste to landfill (CalRecycle 2021).

Since adoption of the Zero Waste Resolution in 2011 (updated 2020), the City has implemented numerous enhanced diversion services and programs to help reduce the amount of materials being sent to landfills for disposal. Through the 2020 Zero Waste Plan the City is focused on achieving 75 percent to 90 percent landfill diversion by 2020 (see Section 4.17.2.2.j). Since adoption of this 2020 Zero Waste Plan, the City had implemented many programs and policies to achieve this goal, including the Food Scraps Recycling Program, automated and mandatory residential and commercial solid waste, recycling, and green waste services, zero waste schools program, Green Oceanside Business Network program, unified environmental inspection program, enhanced reuse and donation opportunities, food recovery programs, and various source reduction initiatives.

The City's current diversion rate is at 67 percent as of 2021, the most recent reporting year.

4.17.1.7 Electric Power and Natural Gas

The City receives electricity and natural gas from the investor-owned utility San Diego Gas and Electric (SDG&E), which procures and distributes these resources and maintains the distribution networks.

4.17.1.8 Telecommunication Facilities

The City currently has seven internet service providers that offer services, ranging in subscription cost and download speeds. In 2022, the City entered a contract with siFi Networks Oceanside LLC, a high-speed fiber internet company, to install an estimated 900 miles of fiber conduit throughout the City. Once the network is complete, every property on a public street in the City would have access to Gigabyte-speed internet service and would greatly enhance connectivity for residents and businesses.

To ensure equitable availability of digital services, the City developed a Digital Equity Plan aimed at understanding and addressing the City's digital divide by advancing three key factors for digital equity: access to reliable internet; access to digital services; and the expansion and promotion of digital literacy skills training.

4.17.2 Regulatory Setting

4.17.2.1 State

a. California Water Plan (Update 2023)

The California Water Plan (CWP), updated every five years, is the state's strategic plan for sustainably and equitably managing and developing water resources for current and future generations. Update 2023 promotes climate resilience across regions and water sectors with a statewide vision, clear goals, watershed planning framework and toolkit, and progress-tracking dashboard of indicators. It also includes updated resource management strategies, regional planning and performance tracking tools, water balances, future scenarios, and other technical and policy-related activities related to water resilience and sustainability.

b. Water Conservation Act of 2009 (Senate Bill X7-7)

Senate Bill (SB) X7-7 requires all water suppliers to increase water use efficiency, and that the Department of Water Resources, in consultation with other state agencies, develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies. The bill sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020.

c. Water Conservation in Landscaping Act of 2006

This act requires cities, counties, charter cities, and charter counties to have adopted landscape water conservation ordinances by January 1, 2010 (see also Section 4.19.2.2, Local).

d. California Graywater Regulations

In 2009, as part of the Governor's declared State of Emergency, Chapter 16A: Nonpotable Water Reuse Systems was incorporated into the 2007 California Plumbing Code. Chapter 16A establishes minimum requirements for the installation of graywater systems in residential occupancies, providing guidance and flexibility designed to encourage the use of graywater. The standards allow small graywater systems to be installed in homes without a construction permit, substantially reducing the barriers to installing small residential graywater systems in California. The purpose of the regulations is to conserve water by facilitating greater reuse of laundry, shower, sink, and similar sources of discharge for irrigation and/or indoor use.

e. California State Assembly Bill 1572

Assembly Bill (AB) 1572 prohibits the use of potable water, as defined, for the irrigation of nonfunctional turf located on commercial, industrial, and institutional properties, other than a cemetery, and on properties of homeowners' associations, common interest developments, and community service organizations or similar entities, as specified.

f. California Urban Water Management Plan Act

The Urban Water Management Plan Act, passed by the California State Legislature in 1983, requires every urban water supplier that provides water to 3,000 or more customers, or provides over 3,000 AF of water annually, to assess the reliability of its water sources over a 20-year planning horizon, and report its progress on 20 percent reduction in per-capita urban water consumption by the year 2020. The act requires these water suppliers to analyze and ensure the appropriate level of reliability in its water service to meet the needs of its customers during normal, dry, and multiple dry years. The act describes the contents of Urban Water Management Plan (UWMPs) as well as how urban water suppliers should adopt and implement the plans, and requires the plans to be updated every five years.

g. California State Senate Bill 221 and Senate Bill 610 (January 2002)

SB 610 requires water suppliers to prepare a Water Supply Assessment report for inclusion by land use agencies within the California Environmental Quality Act (CEQA) process for new developments subject to SB 610. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivisions. As defined in SB 221 and SB 610, large-scale projects include residential development projects that include more than 500 residential units and/or shopping centers or business establishments resulting in a net increase of more than 1,000 employees or more than 500,000 square feet of floor space.

h. California Integrated Waste Management Act of 1989 (as amended by Assembly Bill 341)

Originally, the Integrated Waste Management Plan mandated to divert 25 percent of their solid waste by 1995 and 50 percent by 2000. AB 341 amends these requirements as follows: (1) CalRecycle to issue a report to the Legislature that includes strategies and recommendations that would enable the state to divert 75 percent of the solid waste generated in the state from disposal by January 1, 2020; (2) requires businesses that meet specified thresholds in the bill to arrange for recycling services by January 1, 2012; (3) streamlines the amendment process for non-disposal facility elements, by allowing changes without review and comment from a local task force; and (4) allows a solid waste facility to modify their existing permit, instead of having to undergo a permit revision, under specified circumstances.

i. Mandatory Commercial Organics Recycling (AB 1826)

In October of 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time. The minimum threshold of organic waste generation by businesses decreases over time, which means that over time an increasingly greater proportion of the commercial sector will be required to comply.

j. Short Lived Climate Pollutant Reduction Strategy (Mandatory Organics Recycling) SB 1383

In September 2016, Governor Brown signed SB 1383 (Lara, Chapter 395, Statutes of 2016), establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP)[1] in various sectors of California's economy. The bill codifies the California Air Resources Board's SLCP Reduction Strategy, established pursuant to SB 605 (Lara, Chapter 523, Statutes of 2014), in order to achieve reductions in the statewide emissions of SLCPs. Reductions are essential to address the many impacts of climate change on human health and on the environment.

As it pertains to CalRecycle, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Methane emissions resulting from the decomposition of organic waste in landfills are a significant source of greenhouse gas (GHG) emissions contributing to global climate change. Organic materials—including waste that can be readily prevented, recycled, or composted—account for a significant portion of California's overall waste stream. Increasing food waste prevention, encouraging edible food rescue, and expanding the composting and in-vessel digestion of organic waste throughout the state will help reduce methane emissions. In addition, compost has numerous benefits including water conservation, improved soil health, and carbon sequestration. Anaerobic digestion produces biogas that can be used to create electricity or renewable transportation fuels. Food rescue has the added benefit of assisting Californians who are unable to secure adequate, healthy food by diverting edible food to food banks and pantries.

SB 1383 builds upon California's leading commitments to reduce GHG emissions and air pollution statewide. Reductions of short-lived climate pollutant emissions, including methane emissions, is one of five key climate change strategy pillars necessary to meet California's target to reduce GHG emissions 40 percent below 1990 levels by 2030 as established in SB 32 (Pavley, Chapter 249, Statutes of 2016). SB 1383 will further support California's efforts to achieve the statewide 75 percent recycling goal by 2020 established in AB 341 (Chesbro, Chapter 476, Statutes of 2011) and strengthen the implementation of mandatory commercial organics recycling established in AB 1826 (Chesbro, Chapter 727, Statutes of 2014).

[1] Short-lived climate pollutants (SLCPs) are powerful climate forcers that remain in the atmosphere for a much shorter period of time than longer-lived climate pollutants, such as carbon dioxide (CO_2). They include methane, fluorinated gases including hydrofluorocarbons (HFCs), and black carbon. Agricultural, livestock and landfills are substantial sources of SLCP – especially methane.

k. California Green Building Code

The 2022 California Green Building Code (CALGreen) presents a series of both residential and non-residential mandatory and voluntary measures to increase water efficiency and conservation.

Mandatory residential water efficiency and conservation measures include water conserving plumbing fixtures and fittings, to be installed in accordance with the California Plumbing Code. Outdoor water use in landscaped areas over 5,000 square feet should comply with either a local water-efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent. Projects with aggregate landscape areas less than 2,500 square feet may comply with the MWELO's Appendix D Prescriptive Compliance Option.

For non-residential indoor water use, separate submeters or metering devices shall be installed for the tenant space within the building projected to consume more than 100 gallons per day. Separate metering devices shall be provided for any tenant that is projected to consume more than 1,000 gallons per day. Water conserving plumbing fixtures and fittings, including food waste disposers, should be installed which follow specific flush volumes, and which are installed in accordance with the California Plumbing Code.

Outdoor water use in landscaped areas over 5,000 square feet should comply with either: a local water efficient landscape ordinance that is at least as effective in conserving water as the updated model ordinance adopted by the Department of Water Resources per Government Code Section 65595 (c); or the current California Department of Water Resources' MWELO, whichever is more stringent. Rehabilitated landscape projects of or over 2,500 square feet shall comply with the above requirements. Projects with aggregate landscape areas less than 2,500 square feet may comply with the performance requirements of MWELO or conform to the prescriptive compliance measures contained in MWELO's Appendix D. For projects using treated or untreated graywater or rainwater captured on-site, any lot or parcel within the project that has less than 2,500 square feet of landscape and meets the lot or parcel's landscape water requirement (Estimated Total Water Use) entirely with treated or untreated graywater or through stored rainwater captured on-site is subject only to MWELO's Appendix D. Public schools and community colleges landscape projects generally shall comply with the MWELO commencing with Section 490 of Chapter 2.7, Division 2, Title 23, California Code of Regulations.

Residential voluntary measures include use of low-flow faucets and appliances, no-water urinals and toilets, hot water recirculation systems, and recycled water systems. Outdoor measures include rainwater catchment systems, reducing potable water usage, capture and use of graywater and recycled water for irrigation.

Non-residential voluntary measures include use of low-flow faucets and appliances, no-water urinals and toilets, hot water recirculation systems, and recycled water systems on a tiered savings program. Outdoor measures include rainwater catchment systems, reducing potable water usage, capture and use of graywater and recycled water for irrigation. Use of adaptive and/or non-invasive vegetation is also recommended.

4.17.2.2 Local

a. City of Oceanside Code of Ordinances

Chapter 32B Impact Fees

Chapter 32B applies to the imposition of fees by the City as a condition of development approval for the purpose of financing CIP, the need for which is attributable to such development. Impacts fees are imposed for sewer and water connections (pursuant to Code of Ordinance Chapters 29 and 37, respectively), and drainage fees.

Chapter 32C Public Facility Fee Requirement

Chapter 32C regulates public facility fees, providing specific requirements for assessing and collecting fees to defray the actual or estimated costs of constructing needed public facilities. Specifically, Section 32C.3 provides:

> 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.

Chapter 6 Building Construction Regulations

Section 6.1 specifically adopts the 2022 California Building Standards Code as the City's building construction regulations. Additionally, Section 6.8 adopts CALGreen as the City's regulatory standards.

Chapter 13 Solid Waste and Recycling

This chapter 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.

Chapter 37 Water

Chapter 37 contains rules and regulations related to the governing of use and consumption of water. Examples include:

- Article III describes the process by which an extension of a water main or water line or excess capacity shall be applied for and processed. The director for the water department shall determine if the size of such proposed water line is adequate to serve the intended use of applicant. Thereafter, an agreement shall be reached between the applicant and the City providing for the construction of such water line with excess capacity and establishing a

reimbursement procedure and schedule for the additional cost incurred by building such water line with such excess capacity.

- Article IV requires that when the owner of property lying within an area designated by the city as a potential water system improvement district proposes to develop, improve, change or revise the existing use of all or a portion of the property in such a manner as to create an increased demand for water storage and distribution system facilities, the owner shall deposit the water system improvement fee.

- Article V is the Water Conservation program which includes development standards related to water use and requires the following:
  - All new development requiring the issuance of a building permit and corresponding issuance of a new or enlarged water meter shall be required to include low flow shower heads and ultra-low flush toilets for all such new construction authorized by the building permit.
  - All new development which requires the preparation and approval of a landscape plan shall design and prepare such plans in accord with the principles and concepts of one hundred (100) percent Xeriscape plantings/micro-irrigation systems prior to the issuance of building permits.
  - All new development of single-family and multi-family residential units shall incorporate the following water conservation standards for all such new construction authorized by the building permit:
    - The installation of a hot water recirculation device or other device or design to provide hot water to kitchen and bathroom faucets and showers within fifteen (15) seconds; and
    - Insulate all hot water pipes. Insulation shall have an R-Value as required by the State of California Energy Conservation Standards.

- Article VII implements the Water Conservation in Landscaping Act. The purpose of the Act is to reduce water use associated with irrigation of outdoor landscaping by setting a maximum amount of water to be applied to landscaping and by designing, installing and maintaining water efficient landscapes consistent with the water allowance. The provisions of this Act are equivalent to and at least as effective as the provisions of the state Model Water Efficient Landscape Ordinance.

- Article VIII promotes the conservation and establish regulations for recycled water systems within the City. All new development or redevelopment of commercial, industrial, institutional, governmental agencies, or residential developments of four (4) units or more are required to install a dual recycled water system for the purposes of landscape irrigation, as well as other approved purposes under California Code of Regulations, Water Recycling Criteria (22 CCR Dive 4, Chapter 3). At the discretion of the water utilities department, the developer may be required to pay an in-lieu impact fee to the water utilities department in place of constructing recycled water mains and appurtenances in the public right-of-way fronting the property or properties.

Chapter 40 Urban Runoff and Discharged Control Ordinance

The purpose of this Ordinance includes the following: protection of water resources and to improve water quality; to cause the use of management practices that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of storm water as a resource; and to ensure the City is compliant with applicable state and federal law. The Ordinance seeks to promote these purposes by: prohibiting polluted or non-storm water discharges from entering the storm water conveyance system; establishing minimum requirements for urban runoff management, including source control requirements, to prevent and reduce pollution; establishing requirements for development project site design, to reduce urban runoff pollution and erosion; establishing requirements for the management of flows from development projects, both to prevent erosion and to protect and enhance existing water-dependent habitats; establishing standards for the use of off-site facilities for urban runoff management to supplement on-site practices at new development sites; and establishing notice procedures and standards for adjusting urban runoff management requirements where necessary.

Drought Response Ordinances

The City has two ordinances in place that establish procedures for long- and short-term water shortages, the Water Conservation Program and Drought Response Conservation Measures for Mandatory Water Reduction (Ord. No. 09-OR0439-1) and Updated to Water Conservation Program and Drought Response Conservation Measures (Ord. No. 15-OR0276-1). Ordinance No. 08-OR0439-1 establishes four levels of drought response actions, with increasing restrictions on water use in response to decreasing available supplies. Ord. No. 15-OR0276-1 was implemented in 2015 in response to Governor Brown's 2014 state of emergency proclamation for drought and the 2015 Executive Order for 25 percent reduction of water use statewide.

b. 2020 Urban Water Management Plan

The 2020 Urban Water Management Plan (UWMP) serves as the water management plan for the City and meets the requirements of the California Department of Water Resources, the California Water Code, and the California Urban Water Management Plan Act. The UWMP serves as a resource document that describes the current water and wastewater distribution, collection, and treatment system, and analyzes long-term water supply and demand needs for the City's service area. The City's 2020 UWMP provides an analysis of the current and anticipated water supply needs for the City until the horizon year of 2045 and contains a water supply reliability assessment that identifies a diverse mix of imported and local supplies necessary to meet demands over the next 25 years on average, single-dry year and multiple-dry year periods. The UWMP documents that no shortages are anticipated within its service area for normal or single dry year supply and demand needs. The City's water supply reliability analysis shows that with implementation of additional planned supplies and conservation measures, supplies will meet demands under all hydrologic scenarios, including the normal year, single dry year, and five consecutive dry years from 2025-2045.

c. 2020 Water Conservation Master Plan

The 2020 Water Conservation Master Plan Update evaluates water conservation demand management alternatives, general and sector-specific (residential, landscape, commercial, etc.) conservation programs, and other water-efficiency measures suggested by the City of Oceanside. The plan's objective was to outline opportunities to attain water-efficiency goals in a cost-effective manner that is feasible to implement by City staff. Key components of the plan include updating and further examining the current water use by the City of Oceanside to identify the best method of achieving additional savings and the timing of achieving those savings and a flexible approach to complying with forthcoming urban water use objectives.

d. 2020 Water Utilities Strategic Plan

The City's Water Utilities Strategic Plan identifies several strategic issues and a plan to address them. Issues identified include the City's aging utility infrastructure, strategies to increase water supply through diversification, and workforce development strategies to ensure the Water Utilities Department is staffed by a competitive, well trained workforce as existing experienced employees begin to retire. The plan also addresses fiscal responsibility to ensure utility rates remain competitive with other agencies and prioritizes the Green Oceanside campaign to maximize the use of renewable resources and reduce waste generation at its water facilities.

e. 2015 Recycled Water Facilities Plan

The Recycled Water Facilities Plan is used by the City to identify cost-effective recycled water projects and develop a CIP for expansion of the City's existing recycled water system. The recycled water projects are identified by analyzing the recycled water system under future demand conditions.

The MBGPF facility is located just north of the Mission Avenue corridor and upgrades to deliver recycled water to and treated water from the facility include new pipelines and pump station projects within the City. Along the Oceanside Boulevard corridor and the Mission Avenue corridor, minor pipeline improvement projects are required to address existing fire-flow deficiencies identified in the hydraulic model evaluation. No pipeline or other major projects were identified along the Vista Way corridor. All three corridors in the City include or are adjacent to minor pressure regulation station modernization projects that are or will take place through 2050.

f. 2015 Water Master Plan

The purpose of the Water Master Plan (WMP) is to aid the City in the planning, development, and financing of wastewater collection system facilities, to provide reliable and enhanced service for existing customers, and to serve anticipated land use changes and growth. The WMP considers existing flow conditions as well as future growth projected by a number of specific near-term development projects and the San Diego Association of Governments' (SANDAG's) long-term regional growth projections. The objective of this master plan is to serve as a strategic planning guide for upgrading, improving, and expanding the City's water and wastewater collection system.

Only a few necessary improvements were identified in the 2015 Water Master Plan within or immediately adjacent to the SSCSP Planning Area.

g. 2015 Sewer Master Plan

The purpose of the Sewer Master Plan is to aid the City in the planning, development, and financing of wastewater collection system facilities, to provide reliable and enhanced service for existing customers, and to serve anticipated land use changes and growth. The Sewer Master Plan considers existing flow conditions as well as future growth projected by a number of specific near-term development projects and the SANDAG's long-term regional growth projections. The objective of the master plan is to serve as a strategic planning guide for upgrading, improving, and expanding the City's wastewater collection system.

Most high priority projects are located along Coast Highway in downtown Oceanside which has seen substantial growth in recent years. Long-term projects are generally rehabilitation and system improvements including projects to connect the future pumpstation at La Salina WTTP to SLRWTP.

h. 2013 Master Plan of Drainage

The City completed a 2013 Master Plan of Drainage which details the hydrologic conditions of the City and hydraulic capacity of the storm drain system to convey simulated storm events. The master plan identified inadequate storm drains as those that cannot convey either the 10-year, 25-year, or 100-year storm event. Inadequate facility capacity can be caused by the downstream storm drains filling up during model simulation and causing a backwater effect upstream, or the size of a facility (pipe segment(s)) is constricting flow and insufficient to convey a specific design storm event scenario. In total, over 40,000 linear feet or approximately 10 percent of the storm drain system was identified to have inadequate capacity and recommended to be upsized. A prioritized list of projects based on issue severity is being completed through the City's CIP.

i. Stormwater Quality Mitigation Plan Requirements

The City's 2022 Best Management Practice (BMP) Design Manual details measures that must be implemented on-site post-construction storm water requirements for Standard Projects and Priority Development Projects (PDPs), and provides updated procedures for planning, preliminary design, selection, and design of permanent storm water BMPs based on the performance standards presented in the MS4 Permit The BMP Design Manual includes performance standards for source control BMPs and site design BMPs, storm water pollutant control BMPs, and hydromodification management BMPs based on the MS4 Permit.. The City's BMP Design Manual 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 2022a).

All development and redevelopment projects applying for discretionary or administrative permits within the City are subject to a formal Stormwater Quality Mitigation Plan (SWQMP) Determination. The objective of the SWQMP 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 SWQMP requirements.

As part of the SWQMP 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 low impact development (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, 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 storm water regulations.

j. 2020 Zero Waste Plan

On March 17, 2021, City Council approved the 2020 Zero Waste Plan, which expands upon existing programming outlined in the 2012 Zero Waste Plan to allow the City to meet its zero waste goals and maps out the next decade of zero waste programming, services, and compliance with State laws. The 2020 Zero Waste Plan assesses the City's compliance with existing and upcoming regulatory requirements and provides specific recommendations for the actions and resources needed to maintain compliance for the City, its residents, and businesses for the next 10 years.

Starting in 2020, Waste Management launched a food scraps recycling program for commercial and multi-family customers in accordance with AB 1826 and SB 1383. The Food Scraps Recycling Program recycles food waste, often referred to as organics, and food-soiled paper, into its own bin. Food scraps recycling for residential customers through the yard waste bin will be offered beginning on January 1, 2024.

4.17.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.17.3.1 Policy Framework

The following policies are examples of the policy framework intended to address adequate utilities throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Healthy and Livable Communities Element (HLC)

The HLC focuses on long-term viability and functionality of City's utility systems and infrastructure. The HLC outlines the steps the City will take to ensure wastewater infrastructure has sufficient conveyance and treatment capacity to meet future demands and provide recycled water for sustainable growth. Additionally, the City is dedicated to stormwater infrastructure improvements designed to prevent property from flooding and adapt to changes in water quality regulations that protect surface waters. And water infrastructure needs to adapt to meet the challenges of increasing demands.

- Goal 7-P: Adequate infrastructure for water, wastewater, storm water, water treatment, and recycled water will be provided to accommodate both existing needs and future growth to support City's residents and businesses.

- Goal 7-W: The City will reduce the generation of solid waste, including household hazardous waste, and will actively work to divert waste streams from landfills towards recycling, composting, and reuse programs.

Water Supply

- Policy 7-116: Promote existing incentive programs for homeowners and other property owners to maximize water use efficiency, including through the installation of water use reduction systems such as low-flow appliances, rain barrels, and graywater capture and reuse systems, as well as incentives for turf removal and drought-tolerant landscaping. Consider creating additional programs as needed

- Policy 7-118: Ensure that new city street trees are low-water, drought-tolerant species.

- Policy 7-119: Expand "purple pipe" infrastructure for use of recycled water in agriculture and irrigation.

Wastewater System

- Policy 7-122 Keep up with routine maintenance and address known capacity issues identified in the master plan.

- Policy 7-123 Continue to institute systematic CCTV inspections of the entire collection system to identify and mitigate for damage or adverse conditions that could lead to a blockage and potential sewer spill.

- Policy 7-125: Ensure new wastewater system upgrades promote the generation of recycled and advanced treated water at the San Luis Rey Water Reclamation Facility (SLRWRF) while adhering to all regulations, including total nitrogen limits.

- Policy 7-134: Require programmatic upgrades to wastewater systems for new developments and capital improvement projects.

Stormwater

- Policy 7-128: Promote new policies that include the use of LID in both public and private projects, including through onsite capture and reuse of runoff, implementation of green streets projects, riparian and wetland habitat restoration, and treating stormwater as a resource rather than a waste.

Energy

- Policy 7-142: Transition all households, businesses, and municipal operations to primarily be powered by renewable, zero-emission energy sources.

Solid Waste and Recycling

- Policy 7-149: Continue to update and implement the 2020 Zero Waste Plan.

- Policy 7-151: Continue to collaborate with Waste Management of North County to create and promote zero waste programs and sustainability measures for businesses and residents, such as municipal composting, recycling, and to provide expanded education on the benefits of the green waste and food scraps recycling program.

- Policy 7-155: Promote reuse and salvage of construction and demolition waste by creating or promoting a salvage program to connect construction waste streams with new uses.

b. GPU Efficient and Compatible Land Use Element

The ECLU provides direction for the City's ability to accommodate new development, which provides for housing, employment, and essential services, and the protection and enhancement of the natural environment. Efficient land uses accounts for adequate utilities and conservation of non-renewable resources such as water.

- Policy 3-17: Consider providing incentives or educational resources to promote rainwater capture and reuse and appropriate use of graywater.

c. SSCSP Infrastructure and Utilities Policies

The Infrastructure and Utilities chapter of the SSCSP addresses the existing conditions of potable water, wastewater, and stormwater infrastructure along the corridors, as well as the changes that will be required by future increases in demand. The goals and policies in this chapter complement the GPU's citywide policy direction as well as other local, state and federal regulations and guidelines that relate to infrastructure and utilities.

- Goal 2: Potable water service will be reliable and of sufficient capacity to serve existing and future development within the Planning Area.

- Goal 3: The City will ensure that necessary potable water infrastructure upgrades are implemented in conjunction with new development.

- Goal 4: Wastewater services will be reliable and of adequate capacity to serve existing and future development within the Planning Area.

- Goal 7: Stormwater infrastructure will be reliable and be of adequate capacity to serve existing and future developments within the Planning Area.

Water Supply

- Policy I-1: Water Conservation: Meet or exceed the state projected potable water demand of 42 gallons/person/day. Leverage the following strategies to reduce potable water consumption:
  - Require new development to install low-flow showerheads, faucets, and toilets, smart irrigation controllers, and drought-tolerant landscaping;
  - Encourage homeowners and business owners to install water efficient fixtures in conjunction with renovations and additions;
  - Promote low-water landscapes and water-efficient farmland irrigation systems;
  - Showcase new and retrofitted development that employs innovative water conservation measures;
  - Expand the urban forest as a means of reducing runoff and increasing groundwater supply; and
  - Provide education resources to promote the use of rainwater harvesting systems by residents and business owners.

- Policy I-3: Fire Protection: Ensure necessary fire flow in accordance with local Fire Marshal requirements.

- Policy I-4: Design Standards: Promote infrastructure design standards that consider the future system requirements of higher development densities within the Planning Area.

Wastewater

- Policy I-7: t Water Resiliency: Ensure development projects within the Planning Area do not impact the City's ability to convey as much wastewater as possible to the SLRWTP for advanced and recycled water treatment. Re-evaluate planned force main projects that convey wastewater from LSWTP to SLRWTP based on the location and nature of future development.

Stormwater

- Policy I-11: Stormwater Improvements: Complete the capacity improvements identified within the latest Stormwater Master Plan for segments with inadequate facility capacity.

4.17.4 Utility Facilities

4.17.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to utility facilities are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

4.17.4.2 Impact Analysis

Implementation of the GPU and SSCSP would facilitate future development across the City, focused primarily within the SSCSP Planning Area. As future development is proposed consistent with these planning documents, specific project features would need to be evaluated to determine if new or expanded utilities and associated infrastructure are required. At a program level of review, the analysis is focused on whether the City's utility infrastructure and facilities would be able to support increased density and intensity of land uses. Table 4.17-4 shows the potential buildout of the City under the GPU and SSCSP.

Table 4.17-4
Summary of Potential Buildout of Land Uses under GPU and SSCSP

Land Use	Existing Development	New Development Potential	Total Development Potential
Commercial (includes Retail, Office, Hospitality)	17,644,389 sf 2,704 hotel rooms	2,177,786 sf 2,260 hotel rooms	19,822,175 sf 4,964 hotel rooms
Industrial	10,504,727 sf	6,294,754 sf	16,799,481 sf
Residential	66,992 du	17,558 du	84,150 du
SOURCE: Dyett & Bhatia 2023. sf=square feet; du=dwelling units			

The increase in total development resulting from implementation of the GPU and SSCSP could strain existing infrastructure. Facilities including water, wastewater treatment, storm water drainage, electric power, natural gas, and/or telecommunications are likely to require expansion or construction of new utility facilities, which in turn could cause significant environmental effects.

a. Water Facilities

The 2015 Water Master Plan evaluated the capability of the existing water system infrastructure to reliably deliver water to its customers. Hydraulic modeling of the distribution system was used to evaluate system pressures, pipe velocities, fire flow, storage, and pump station capacity under existing and future (2050) demand conditions. The 2015 Water Master Plan identified deficiencies in the existing water system to support the City's current needs; the evaluation further identified facility

improvements that would be needed to support increased capacity to meet projected future demands. However, the 2015 Water Master Plan was prepared prior to the proposed GPU and SSCSP, based on a SANDAG population projects totaling 217,364 residents for the year 2050. Buildout of the GPU is anticipated to accommodate updated population projections of 224,235, an additional 6,871 residents beyond the 217,364 residents projected in the year 2050 in the 2015 Water Master Plan.

The City studied the effect of the additional potential growth and associated water demand that would occur within developed areas due to increased population projections and associated growth that would be accommodated by the GPU. Compared to the 2015 WMP analysis, the City determined that upsizing of infrastructure beyond the recommendations in the 2015 Water Master Plan would not be warranted. Regarding areas where vacant land would be converted to a medium to high residential density mixed-use, specifically within the SSCSP Planning Area, water demand would increase by 100 percent. However, these areas have planned improvements or were included in the evaluation conducted as part of the Water Master Plan update (City of Oceanside 2022b).

Additionally, the City's Water Utilities Department is responsible for ensuring adequate availability and operation of the City's utility services. The Water Utilities Department oversees the City's strategic framework for investment, allocation of resources, and provision of infrastructure through implementation of water facility planning documents including the 2020 Water Utilities Strategic Plan, and 2015 Water Master Plan. Specifically, these documents guide the upgrade, improvement, and expansion of the City's water collection system. Future development would be guided by these documents in identifying potential deficiencies in and around proposed development and assist in the funding needed for the actual or estimated costs of constructing needed public facilities (Code of Ordinances Chapter 32C).

Future development would also be reviewed for consistency with proposed GPU and SSCSP policies focused on the assurance of adequate water services facilities. Specifically, HLC Goal 7-P requires adequate infrastructure for water to be provided to accommodate both existing needs and future growth. Therefore, future projects would be subject to project specific review to determine the need for upsizing of existing water pipelines and/or the need for relocation of water utilities. Individual development projects would be required to demonstrate adequate water facilities and pipeline capacity is available to support the proposed project. When future development projects are proposed, they would require project specific environmental review and compliance with applicable regulations and policies to ensure adequate water facilities are provided. Due to the project being evaluated at a program-level of review, specific impacts related to upgrades and/or relocations to water facilities are not known. As future development is proposed consistent with the GPU and SSCSP, the potential for significant environmental impacts to result from water utility upgrades could occur. Physical impacts associated with the construction and operation of new water facility improvements would be addressed at the time they are proposed and would be required to demonstrate compliance with all applicable City regulations and policies to reduce environmental impacts to the extent feasible. At this programmatic level of review, absent project specific development plans, impacts would be potentially significant.

b. Wastewater Facilities

The City's 2015 Sewer Master Plan was developed to aid the City in the planning, development, and financing of wastewater collection system facilities and prepare the City to serve anticipated land use changes and growth. The 2015 Sewer Master Plan identified system improvements that would be required to support anticipated growth. The City reviewed the 2015 Sewer Master Plan to determine whether the conclusions of that study would be affected by the growth anticipated under the GPU. It was concluded that while validation through modeling is recommended, particularly for current vacant and open space parcels, the capacity of the downstream sewer collection system is expected to have sufficient capacity to accommodate the increased sewer flow generation associated with the proposed GPU land use changes (City of Oceanside 2022b).

Additionally, the Water Utilities Department also implements sewer facility planning with the guidance of strategic planning documents including 2021 Sewer System Management Plan and 2015 Sewer Master Plan. These documents guide the upgrade, improvement, and expansion of the City's wastewater collection system. Future development would be guided by these documents in identifying potential deficiencies in and around proposed development and would be required to implement improvements necessary to support future development and/or provide funding to support the actual or estimated costs of constructing public facilities needed in the future (Code of Ordinances Chapter 32C).

Future development would also be reviewed for consistency with proposed GPU and SSCSP policies related to assurance of adequate wastewater services and facilities. Specifically, HLC Goal 7-P requires adequate infrastructure for wastewater to be provided to accommodate both existing needs and future growth. Additionally, compliance with HLC policies would require programmatic upgrades to wastewater systems for new developments and capital improvement projects (HLC Policy 7-125). Future projects would be subject to project specific review for capacity and relocation needs and would not be permitted to move forward without demonstrating adequate sewer services are available to support the proposed project. Due to the project being evaluated at a program-level of review, specific impacts related to upgrades and/or relocations to wastewater facilities are not known. As future development is proposed consistent with the GPU and SSCSP, the potential for significant environmental impacts to result from required upgrades could occur. Physical impacts associated with the construction and operation of new wastewater facility improvements would be addressed at the time they are proposed and would be required to demonstrate compliance with all applicable City regulations and policies to reduce environmental impacts to the extent feasible. However, at this programmatic level of review, absent project specific development plans, impacts would be potentially significant.

c. Stormwater Facilities

As discussed in Section 4.17.1.6, inadequate stormwater facilities have been identified in the City's existing condition. Specifically, over 40,000 linear feet or approximately 10 percent of the storm drain system was identified to have inadequate capacity and is recommended to be upsized. Most of the upgrades are located within the SSCSP Planning Area. Buildout under the GPU would accommodate approximately 6,871 people, 17,558 new homes, and approximately 8,500,000 square feet of new retail and commercial land uses placing an even greater strain on the City's existing facilities. New

development would necessitate construction, relocations and/or expansion of future stormwater infrastructure such as underground storm drains, open channels, and detention basins, the construction of which could result in environmental impacts.

New development would be required to adhere to GPU goals and SSCSP policies to ensure stormwater infrastructure is adequate, which will include necessary upgrades and improvements to stormwater infrastructure to avoid impacts related to runoff patterns and velocities and to ensure there is adequate capacity in downstream storm drains. HLC Goal 7-P requires adequate infrastructure for stormwater to be provided to accommodate both existing needs and future growth. SSCSP Infrastructure and Utilities Policy I-11 supports the completion of capacity improvements for segments with inadequate facility capacity. As future development is proposed, the need for improvements to existing stormwater facilities would be evaluated. Individual project would be required to demonstrate compliance with the City's BMP Design Manual and Code of Ordinances Chapter 40 to ensure all minimum standards related to stormwater are met. Additionally, , implementation of Code of Ordinances Section 32C would require developers to pay facility fees to assist in the cost of infrastructure improvements. When future development projects are proposed, they would require project specific environmental review and compliance with applicable regulations and policies to ensure adequate stormwater facilities are provided. Due to the project being evaluated at a program-level of review, specific impacts related to upgrades and/or relocations to stormwater facilities are not known. As future development is proposed consistent with the GPU and SSCSP, the potential for significant environmental impacts to result from stormwater upgrades could occur. Physical impacts associated with the construction and operation of new stormwater facility improvements would be addressed at the time they are proposed and would be required to demonstrate compliance with all applicable City regulations and policies to reduce environmental impacts to the extent feasible. However, at this programmatic level of review, absent project specific development plans, impacts would be potentially significant.

d. Electrical Power and Gas

Adding 17,558 new homes, and approximately 8,500,000 sf of new retail and commercial land uses would result in an increase in the need for available and affordable electrical power and natural gas. This increased demand would primarily be located within the SSCSP Planning Area, although future growth throughout the City is anticipated. Construction, relocation, and/or expansion of the future electrical and natural gas lines could result in environmental impacts.

Future development would be reviewed for consistency with proposed GPU policies focused on the availability of power services and the City's movement towards renewable energy. Specifically, HLC policy 7-142 encourages the transition of all households and businesses to be powered by renewable, zero emission energy sources. Due to the project being evaluated at a program-level of review, specific impacts related to upgrades and/or relocations necessary for the adequate supply of electrical power and gas are not known. As future development is proposed consistent with the GPU and SSCSP, the potential for significant environmental impacts to result from upgrades could occur. Physical impacts associated with the construction of new electrical and gas lines would be addressed at the time they are proposed and would be required to demonstrate compliance with all applicable City regulations and policies to reduce environmental impacts to the extent feasible. However, at

this programmatic level of review, absent project specific development plans, impacts would be potentially significant.

e. Telecommunications

As discussed in Section 4.17.1.8, the City is committed to expanding access to reliable, high-speed internet service. Adding 17,558 new homes, and approximately 8,500,000 square feet of new retail and commercial land uses would result in an increase in the availability of digital communications. Future development would be required to comply with the City's Digital Equity Plan which promotes the equitable availability of reliable internet service, as well the improvement of digital literacy. HLC Goal 7-I supports the expansion of the City's integrated information infrastructure system that is equitably available to all households and businesses. Due to the project being evaluated at a program-level of review, specific impacts related to upgrades and/or relocations necessary for adequate telecommunication services are not known. As future development is proposed consistent with the GPU and SSCSP, the potential for significant environmental impacts to result from upgrades could occur. Physical impacts associated with the construction of new telecommunication service lines would be addressed at the time they are proposed and would be required to demonstrate compliance with all applicable City regulations and policies to reduce environmental impacts to the extent feasible. However, at this programmatic level of review, absent project specific development plans, impacts would be potentially significant.

4.17.4.3 Significance of Impacts

Buildout of the GPU and SSCSP would increase demand on the City's utility systems and facilities including water, wastewater, stormwater, electrical power and gas, and telecommunication. In addition to compliance with federal, state, and local regulations and planning strategies, future development would implement proposed GPU and SSCSP goals and policies aimed at the assurance that adequate infrastructure is available to serve the needs of the proposed project. Future development would be required to be evaluated at the project level to ensure that necessary improvements, utility relocations, or new infrastructure would not result in a significant impact to the environment. Therefore, at this programmatic level of review, environmental impacts associated with relocation or the construction of new or expanded utility facilities would be significant.

4.17.4.4 Mitigation

Physical impacts resulting from construction of utility facilities would be avoided through implementation of City regulations, conditions of approval, and GPU policies discussed throughout this PEIR including application of the mitigation measures for biological, cultural and paleontological resources discussed in Sections 4.5, 4.6, and 4.8 during future project specific reviews. No additional feasible mitigation measures have been identified.

4.17.4.5 Significance after Mitigation

Buildout of the GPU and SSCSP would increase demand for the utilities. As the necessary improvements, utility relocations, or new infrastructure needed for potential future utility system infrastructure cannot be determined at this programmatic level of review, it is unknown what specific

impacts may occur associated with the future construction and operation of potential upgrades. While it is anticipated that the physical impacts of utility upgrades can be reduced to less than significant in most cases through compliance with applicable City policy, regulations and mitigation frameworks identified in this PEIR; at a program level of review, it cannot be known with certainty that all mitigation can be reduced to less than significant. Therefore, because it cannot be ensured that all impacts associated with the construction and operation of potential future facilities would be mitigated to less than significant, impacts would be significant and unavoidable.

4.17.5 Water Supplies

4.17.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to water supply are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

4.17.5.2 Impact Analysis

Water supply planning for the years 2025 to 2045 is addressed in the City's 2020 UWMP, which is a resource document that details long-term water supply and demand planning for the City's service area. The City also developed a 2021 Water Conservation Master Plan Update that projects water use, passive conservation, and active conservation into the future. Combined, these two documents detail the City's strategy to meet the increased water demand of future development while reducing reliance on imported water sources. With active and passive conservation measures, systemwide water use is projected to increase only two percent by 2045.

The 2020 UWMP estimated the current (2020) population served by the City water service to be 177,531 and projected future population (2045) to be 184,657 (City of Oceanside 2021b). Table 4.17-5 compares the City's 2020 water demand projected demand as estimated by the 2020 UWMP for the year 2045.

Table 4.17-5 Comparison of Actual 2020 and 2045 Projected Water Demands		
Use Type	2020 Demands (AFY)	2045 Demands (AFY)
Potable Water Demands		
Residential: Single Family	9,788	9,660
Residential: Multi-Family	4,172	4,431
Commercial	1,818	1,898
Industrial	749	1,092
Public Landscape	4,014	733
Agricultural Landscape	804	223
Water Losses	2,609	1,453
Total Potable Water	**23,963**	**19,500**
Non-potable Recycled Water Demands		
Golf course and landscape irrigation	3,000 (Year 2025)	5,040
Total Water Demand		**24,540**
SOURCE: City of Oceanside 2021a AFY=acre-feet per year		

As shown table 4.17-5, the City's total potable water demand is expected to decline. The 2045 demand projects assume passive and active conservation measures includes water conservation, smart meters, and further implementation of non-potable recycled water conversions (City of Oceanside 2021b).

Table 17-6 compares the 2020 supply to the projected 2045 supplies.

Table 4.17-6 Comparison of Actual 2020 and 2045 Projected Water Supply		
Supply	2020 Supply (AFY)	2045 Supply (AFY)
SDCWA Imported Water	21,662	9,980
Groundwater	2,302	2,800
Recycled Water	249	5,040
Potable Reuse Water	NA	6,720
TOTAL	**23,717**	**24,540**
SOURCE: City of San Diego 2021a. AFY=acre feet per year		

As shown in Table 4.17-6, the City's reliance on SDCWA imported water is expected to decrease with total water supply increasing. Therefore, pursuant to the 2020 UWMP, it is anticipated that future water supply would meet future demands through the year 2045. However, the 2020 UWMP does not account for additional growth that anticipated by the GPU and SSCSP. Specifically, population under the GPU is anticipated to total 224, 235. This is 39,578 more residents than projected by the 2020 UWMP. While the GPU and SSCSP includes land use planning to accommodate higher growth projections, the next update to the UWMP, the 2025 UWMP, would be updated to include updated population projections for the City including any additional development potential resulting from the SSCSP.

- Water Conservation program which includes development standards related to water use and requires the following:
  - All new development requiring the issuance of a building permit and corresponding issuance of a new or enlarged water meter shall be required to include low flow shower heads and ultra-low flush toilets for all such new construction authorized by the building permit.
  - All new development which requires the preparation and approval of a landscape plan shall design and prepare such plans in accord with the principles and concepts of one hundred (100) percent Xeriscape plantings/micro-irrigation systems prior to the issuance of building permits.
  - All new development of single-family and multi-family residential units shall incorporate the following water conservation standards for all such new construction authorized by the building permit:
    - The installation of a hot water recirculation device or other device or design to provide hot water to kitchen and bathroom faucets and showers within fifteen (15) seconds; and
    - Insulate all hot water pipes. Insulation shall have an R-Value as required by the State of California Energy Conservation Standards.

The City is committed to improving and diversifying its water supply including expanded and increased conservation measures, recycled water use, and reclaimed water. In 2022, the Water Utilities Department initiated the Pure Water Oceanside project, which renders reclaimed water potable through a state-of-the-art filtration, disinfection, and injection process. Additionally, the City is currently expanding its recycled water system and distribution pipelines to include commercial users, homeowner associations, and City parks. Ongoing water conservation measures pricing mechanisms, subsidies for water efficiency retrofitting and low-water landscaping, advanced metering infrastructure, voluntary water audits, mandatory water use efficiency measures during period of drought, and public information disseminated through the Green Oceanside program (City of Oceanside 2024). It is further noted that UWMPs are prepared every five years to support changes in long-term resource planning to ensure that adequate water supplies are available to meet future water needs. The City would be required to prepare an updated UWMP in 2025 which would address the needs of the anticipated population under the GPU.

To provide adequate water supply to meet the demands of anticipated growth, future development would be required to adhere to all state and local regulations relating to conservation and water efficiency measures, including the development standards in Chapter 37, Article V of the Code of Ordinances for residential projects referenced in Section 4.17.2.2.a. Additionally, future development would be reviewed for compliance with proposed GPU and SSCSP goals and policies that focus on water conservation and recycling as a means to reduce reliance on imported water. Specifically. HLC Policy 7-116 encourages installation of water use reduction systems such as low-flow appliances, and rain barrels, as well as incentives for turf removal and use of drought-tolerant landscaping. For development within the SSCSP Planning Area, SSCSP Infrastructure and Utilities Goals 2 and 3 seek to ensure reliable and sufficient water capacity to serve future development. SSCSP Policy requires new development to install low-flow showerheads, faucets, and toilets, smart irrigation controllers, and drought-tolerant landscaping.

While project implementation is anticipated to increase demand for water, there is a regulatory framework in place that ensures adequate planning for water supplies into the future and accounting for drought conditions. Growth anticipated under the GPU and SSCSP would be incorporated into water demand projections with the next update to the City's UWMP. Future growth under the GPU and SSCSP would be water efficient and subject to implementation of the City's regulatory framework that requires water conservation. The City's drought response ordinances including Code of Ordinances Chapter 27, Article V, Section 37.106 would also be implemented to ensure water use responds to water supply constraints during drought conditions.

Additionally, the project would support efficient use of water as future development would include higher density residential use which would generally require less potable water demand than lower density, single-family residential due to reduced demand for water use in landscaping. Additionally, implementation of CALGreen, would ensure water efficient fixtures are installed with new development, and that future development is designed to reduce indoor water use by 20 percent relative to specified baseline levels.

Regulatory compliance, City strategic planning including updates to the UWMP on a five year cycle, and implementation of programs serving to conserve, expand and diversify water supply, along with compliance with the proposed GPU and SSCSP goals and policies, would ensure the City's ability to provide water service to the growth anticipated under the GPU and SSCSP.

4.17.5.3 Significance of Impacts

As detailed in the 2020 UWMP, the City would have adequate water supply to serve anticipated growth through 2045. The next update to the UWMP in 2025 would consider the region's increased growth projections including growth anticipated under the GPU and SSCSP. Through application of the City's existing regulatory framework and GPU and SSCSP goals and policies that promote water conservation throughout the City, water demand associated with growth anticipated under the GPU and SSCSP would be highly efficient. Furthermore, the GPU and SSCSP focuses on higher density development along transit corridors rather than higher water use single family residential, ensuring the City's planning to accommodate projected growth is water efficient. City strategic planning including required updates to the UWMP on a five-year cycle, and implementation of programs serving to conserve, expand and diversify water supply, would ensure the City is planning for and able to accommodate the water demands of future growth. Therefore, impacts would be less than significant.

4.17.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.17.6 Wastewater Capacity

4.17.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to wastewater capacity are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

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

4.17.6.2 Impact Analysis

Development of the GPU and SSCSP would result in greater generation of wastewater due to increases in allowable residential density and overall intensity of uses. The 2015 Sewer Master Plan provides calculations for future wastewater capacity based on the City's 2020 General Plan. While projected land uses include major developments known at that time including the El Corazon Plan and Rancho Del Oro Plan, it did not account for the increase in development potential as anticipated in the GPU, especially within the SSCSP Planning Area. The key difference between buildout as considered by the 2015 Sewer Plan and the SSCSP is the SSCSP proposal for mixed-use and higher density residential than allowed under the current General Plan.

The City's Water Utilities Department is responsible for the operation and maintenance of the City's wastewater collection and treatment facilities, including development of the 2015 Sewer Plan to evaluate existing and future wastewater flows, provide an evaluation of the City's wastewater collection system facilities, and identifies current and future system deficiencies. Two future flow scenarios were developed to analyze system capacity: a near-term scenario (2020) and a long-term scenario (2050). It is noted in the 2015 Sewer Master Plan that the South Morro Hills community does not have any sewer infrastructure installed. Sewage in the South Morro Hills area is disposed of using septic systems and is therefore excluded from the discussion of sewer needs and improvements. Overall, the 2015 Sewer Master Plan concluded that approximately 63 miles of pipeline would need to be replaced in the period 2020-2050 and recommended major wastewater collection system improvement projects to be included in the City's CIP. Most high priority projects are located along Coast Highway in downtown Oceanside; long-term projects are generally rehabilitation and system improvements including projects to connect the future pumpstation at La Salina WWTP to San Lluis Rey WTP. The 2015 Sewer Master Plan concluded that with implementation of short-term (by 2020) and long-term projects (2020 through 2050), existing deficiencies of the considered network would be resolved with additional capacity to support future projects (City of Oceanside 2015). However, as shown in Table 4.17-4, potential build-out under the GPU would exceed build-out under the existing General Plan and additional improvements may be required to serve the increased demand.

The City plans to decommission the La Salina WWTP in the next five to 10 years and build a pumpstation in the same location to convey wastewater currently treated at La Salina WWTP to San Luis Rey WRF. Wastewater treated at San Luis Rey WRF would be reused as recycled water, and injected into the aquafer for indirect potable reuse, or conveyed through an existing outfall pipeline to the Oceanside Ocean Outfall. The main driver for this project is to produce more recycled and advanced treated water at San Luis Rey WRF to offset imported water in the future while also recharging the groundwater aquafer (City of Oceanside 2024). This process would assist in serving increased wastewater demand. Additionally, future development would be required to adhere to proposed GPU and SSCSP policies focused on ensuring future development is adequately served by the City's wastewater system. The City is committed to requiring programmatic upgrades to wastewater systems for new developments and CIP (HLC Policy 7-125), and future development within the SSCSP Planning Area would ensure development projects do not impact the City's ability

to convey as much wastewater as possible to the San Luis Rey WRF for advanced and recycled water treatment (SSCSP Policy I-7). Therefore, notwithstanding the differential between the 2015 Sewer Master Plan and growth anticipated under the GPU, adherence to City regulations and programs, and compliance with proposed GPU and SSCP policies would ensure future development is required to demonstrate adequate wastewater facilities and capacity is available to serve the project, or that appropriate infrastructure improvements are constructed concurrent with development to ensure adequate capacity.

4.17.6.3 Significance of Impacts

Buildout under the GPU and SSCSP would result in greater buildout potential than evaluated under the City's 2015 Sewer Master Plan. However, future development would be reviewed for compliance with GPU and SSCSP policies to ensure adequate wastewater facilities and capacity is available to serve the project. Impacts would be less than significant.

4.17.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.17.7 Solid Waste

4.17.7.1 Thresholds of Significance

Significance thresholds used to evaluate impacts related to solid waste are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- Comply with federal, state, and local management and reduction statutes and regulation related to solid waste?

4.17.7.2 Impact Analysis

CalRecycle provides estimates of solid waste generation rates for different types of land uses. These rates estimate the amount of solid waste created by residences or businesses over a specified amount of time. Waste generation rates include all materials discarded, whether they are later recycled or disposed of in a landfill, because under state law the total amount of waste "generated" is the sum of the waste "disposed of" plus the waste "diverted" from disposal. Waste generation rates can be used to estimate the impact of new development on local solid waste infrastructure. However, it should be noted that impacts to solid waste infrastructure are not necessarily the amount of waste generated, but whether any increase would require the development of new facilities. Since most waste is managed through waste diversion, solid waste facilities include those necessary to provide composting, recycling, and other collection, separation, and diversion services.

Future projects developed under the GPU and SSCSP would be required to comply with applicable regulations related to recycling including Code of Ordinances Chapter 13, in addition to requirements for the recycling of construction and demolition debris specified in state and local regulations. Additionally, future development would be reviewed for compliance with proposed GPU policies focused on solid waste management and recycling. Specifically, HLC Policy 7-149 supports the continued update and implementation of the City's 2020 Zero Waste Plan, requiring recycling of organic materials including food scraps.

Through mandatory compliance with regulations related to solid waste and implementation of GPU policies, all new development projects would continue to reduce solid waste generation and increase recycling efforts, meeting sold waste management goals.

4.17.7.3 Significance of Impacts

Implementation of the GPU and SSCSP, including future development consistent with these plans, would be required to comply with all solid waste management guidelines and regulation. The project would not violate federal, state, or local statutes and regulations related to solid waste, recycling and organics diversion and impacts would be less than significant.

4.17.7.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.17.8 Cumulative Analysis

The impact analysis above was cumulative in nature because it considers the need for future utilities to serve the City. Construction of future utilities including water, wastewater, stormwater, electrical and telecommunications could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces resulting in a significant direct impact. Likewise, future projects could also contribute to a cumulative impact. Absent project level development plans, no feasible mitigation is available at this program level of review. Therefore, cumulative impacts associated with expansion or construction of utility facilities would be significant and unavoidable.

4.18 Wildfire

This section addresses potential project impacts related to wildfire that could result from implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. The GPU would apply to the entire City while the SSCSP would apply to land within the Specific Plan boundary, referred to as the SSCSP Planning Area. As discussed in Chapter 3.0, Project Description, the analysis of potential impacts focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. The project includes an update of the Land Use Element of the Oceanside General Plan, forthwith entitled the Efficient and Compatible Land Use Element (ECLU). In certain areas of the City, the ECLU proposes greater density and/or intensity of uses than that allowed under the existing Land Use Element. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

This analysis relies on secondary source information including, but not limited to, city programs and plans, and data available from the California Department of Forestry and Fire Protection (CAL FIRE) and other applicable agencies.

4.18.1 Existing Conditions

Additional information related to emergency plans and wildfire existing conditions are referenced in Section 4.10.1.6. Refer to Sections 4.10.1.1, 4.10.1.6, and 4.10.1.7 for a complete discussion of existing conditions as it relates to emergency planning, wildfire preparedness, and evacuation plans.

4.18.1.1 Wildfire Risk Maps

As discussed in Section 4.10.1.6 and shown in Figure 4.10-3 and 4.10-4, portions of the City lie within the state designated very high fire hazard severity zone (VHFHSZ) and CAL FIRE Very High Fire Threat Area.

4.18.1.2 Vegetation/Fuels

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching patterns), and overall fuel loading. For example, non-native grass-dominated plant communities become seasonally prone to ignition and produce lower intensity, higher spread rate fires. In comparison, sage scrub can produce higher heat intensity and higher flame lengths under strong, dry wind patterns, but does not typically ignite or spread as quickly as light, flashy grass fuels. Vegetative fuels included in the fuel load modeling include a moderate load grass-shrub and moderate to high load shrub, and eucalyptus woodland forest/riparian habitat.

4.18.1.3 Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower spread downslope. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. City elevations range from zero along the coast to 940 feet above sea level.

4.18.1.4 Climate

The project site, like much of southern California, is influenced by the Pacific Ocean and a seasonal, migratory subtropical high-pressure cell known as the "Pacific High." Wet winters and dry summers with mild seasonal changes characterize the southern California climate. This climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. City temperature averages about 61 degrees Fahrenheit. The hottest month, August, averages 69 degrees Fahrenheit and the coldest month, December, averages 53 degrees Fahrenheit. The wettest month is February which averages 0.97 inch of rainfall; average rainfall is 3.08 inches annually (TimeandDate.com 2024).

4.18.1.5 Fire History and Hazard Rankings

Fire history data provides valuable information regarding fire spread, fire frequency, ignition sources, and vegetation/fuel mosaics across a given landscape. One important use for this information is as a tool for pre-planning. It is advantageous to know which areas may have burned recently and, therefore, may provide a tactical defense position, what type of fire burned on the project site, and how a fire may spread.

According to the County of San Diego Multi-Jurisdictional Hazard Mitigation Plan (MJHMP; County of San Diego 2023), which identifies wildfire as follows: "extreme" probability of occurrence, "highly likely" probability of future events (90 to 100 percent), and "high" overall significance ranking. The ranking identifications are based on the conclusion that San Diego County experiences wildfire on a regular basis, with 12 states of emergency declared between 1950 and 2020. Table 4.18-1 summarizes the major wildfires in San Diego County (larger than 5,000 acres or resulting in significant structure loss).

Table 4.18-1
Major Wildfires in San Diego County Larger than 5,000 Acres or Resulting In Significant Structure Loss

Fire	Date	Acres Burned	Structures Destroyed	Structures Damaged	Deaths
Conejos Fire	July 1950	62,000	Not Available	Not Available	0
Laguna Fire	October 1970	190,000	382	Not Available	5
Harmony Fire (Carlsbad, Elfin Forest, San Marcos)	October 1996	8,600	122	142	1
Viejas Fire	January 2001	10,353	23	6	0
Gavilan Fire (Fallbrook)	February 2002	6,000	43	13	0
Pines Fire (Julian, Ranchita)	July 2002	61,690	45	121	0
Cedar Fire	October 2003	280,278	5,171	63	14
Paradise Fire	October 2003	57,000	415	15	2
Otay Fire	October 2003	46,291	6	0	0
Roblar (Pendleton)	October 2003	8,592	0	0	0
Mataguay Fire*	July 2004	8,867	2	0	0
Horse Fire*	July 2006	16,681	Not Available	Not Available	0
Witch Creek Fire*	October 2007	197,990	1,125	77	2
Harris Fire*	October 2007	90,440	255	12	5
Poomacha Fire*	October 2007	49,410	139	Not Available	0
Ammo Fire*	October 2007	21,004	Not Available	Not Available	0
Rice Fire*	October 2007	9,472	208	Not Available	0
May 2014 San Diego County Wildfires	May 2014	26,000	65	19	0
Border Fire	June 2016	7,609	18	4	2
Lilac Fire	December 2017	4,100	157	64	0
West Fire	July 2018	504	48	Not Available	0
Valley Fire	September 2020	16,390	66	Not Available	0
Southern Fire	May 2021	5,366	5	Not Available	0
Border 32 Fire	September 2022	4,456	14	Not Available	0

*Information gathered from the California Department of Forestry and Fire Protection website.
SOURCE: County of San Diego 2023.

4.18.2 Regulatory Setting

Additional regulations related to existing emergency plans and wildfire are referenced in Section 4.10.2. A summary of key regulations is found below.

4.18.2.1 Federal

a. National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. National Fire Protection Association

standards are recommended guidelines and nationally accepted good practices in fire protection but are not laws or codes unless adopted as such or referenced as such by the California Fire Code (CFC) or the local fire agency.

b. Federal Wildland Fire Management Policy

The Federal Wildland Fire Management Policy was developed in 1995, updated in 2001, and again in 2009, by the National Wildfire Coordinating Group, a federal multiagency group that establishes consistent and coordinated fire management policy across multiple federal jurisdictions. An important component of the Federal Wildland Fire Management Policy is the acknowledgement of the essential role of fire in maintaining natural ecosystems. The Federal Wildland Fire Management Policy and its implementation are founded on the following guiding principles, found in the Guidance for Implementation of Federal Wildland Fire Management Policy:

- Firefighter and public safety is the first priority in every fire management activity.
- The role of wildland fire as an essential ecological process and natural change agent will be incorporated into the planning process.
- Fire management plans, programs, and activities support land and resource management plans and their implementation.
- Sound risk management is a foundation for all fire management activities.

c. International Fire Code

Created by the International Code Council, the International Fire Code addresses a wide array of conditions hazardous to life and property, including fire, explosions, and hazardous materials handling or usage (although not a federal regulation, but rather the product of the International Code Council). The International Fire Code places an emphasis on prescriptive and performance based approaches to fire prevention and fire protection systems. Updated every three years, the International Fire Code uses a hazards classification system to determine the appropriate measures to be incorporated to protect life and property (often times these measures include construction standards and specialized equipment). The International Fire Code uses a permit system (based on hazard classification) to ensure that required measures are instituted.

4.18.2.2 State

a. California Government Code

California Government Code Sections 51175–51189 of the California Government Code provide guidance for classifying lands in California as fire hazard areas and requirements for management of property within those lands. The CAL FIRE is responsible for classifying fire hazard severity zones (FHSZs) based on statewide criteria and makes the information available for public review. Further, local agencies must designate, by ordinance, VHFHSZs within their jurisdiction based on the recommendations of CAL FIRE. Section 51182 of the California Government Code sets forth requirements for maintaining property within fire hazard areas, such as defensible space, vegetative fuels management, and building materials and standards. Defensible space around structures in fire

hazard areas must consist of 100 feet of fuel modification on each side of a structure, but not beyond the property line unless findings conclude that the clearing is necessary to significantly reduce the risk of structure ignition in the event of a wildfire. Clearance on adjacent property shall only be conducted following written consent by the adjacent owner. Further, trees must be trimmed from within 10 feet of the outlet of a chimney or stovepipe, vegetation near buildings must be maintained, and roofs of structures must be cleared of vegetative materials. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

b. California Code of Regulations

Title 14 Natural Resources

Title 14, Division 1.5, Chapter 7, Subchapter 3, Fire Hazard, sets forth requirements for defensible space if the distances specified in Section 51182 of the California Government Code cannot be met. For example, options that have similar practical effects include noncombustible block walls or fences, 5 feet of noncombustible material horizontally around the structure, installing hardscape landscaping or reducing exposed windows on the side of the structure with a less-than-30-foot setback, or additional structure hardening such as those required in the California Building Code (CBC), California Code of Regulations (CCR) Title 24, Part 2, Chapter 7A.

c. Title 24 California Building Standards Code

California Building Code

Part 2 of Title 24 of the California Building Standards Code contains the CBC. The 2022 CBC was published July 1, 2022, with an effective date of January 1, 2023. Chapter 7A of the CBC regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a fire hazard area. FHSZs, as defined by Chapter 7A of the CBC, are geographical areas designated pursuant to California Public Resources Codes Sections 4201 through 4204 and classified as Very High, High or Moderate in State Responsibility Areas or as Local Responsibility Areas in VHFHSZs designated pursuant to California Government Code, Sections 51175 through 51189. The purpose of Chapter 7A is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within State Responsibility Areas or any Wildlife Urban Interface Fire Area to resist the intrusion of flames or burning embers projected by a wildfire, and to contribute to a systematic reduction in conflagration losses. New buildings located in such areas must comply with the ignition-resistant construction standards outlined in Chapter 7A.

California Fire Code

Part 9 of Title 24 of the California Building Standards Code contains the CFC, which incorporates by adoption the International Fire Code with necessary California amendments. The purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains minimum standards for development in Local

Responsibility Areas designated as VHFHSZs and State Responsibility Areas. The chapter contains mitigation strategies to reduce hazards from fire through requirements for fire protection plans, landscape plans and vegetation management, and defensible space. The CFC and Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The CFC is updated and published every three years by the California Building Standards Commission.

d. California Public Resources Code

California Public Resources Code Section 4290 requires minimum fire safety standards related to defensible space that are applicable to residential, commercial, and industrial building construction in State Responsibility Area lands and lands classified and designated as VHFHSZs. These regulations include road standards for fire apparatus access, standards for signs identifying roads and buildings, fuel breaks and green belts, and minimum water supply requirements. It should be noted that these regulations do not supersede local regulations, which are equal to or exceed minimum regulations required by the state.

California Public Resources Code Section 4291 requires reducing fire hazards around buildings adjacent to a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered in flammable material. It is required to maintain 100 feet of defensible space around all sides of a structure, but not beyond the property line unless required by state law, local ordinance, rule, or regulations. Further, California Public Resources Code Section 4291 requires the removal of dead or dying vegetative materials from the roof of a structure, and trees and shrubs must be trimmed from within 10 feet of the outlet of a chimney or stovepipe. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

Fire Hazard Severity Zones

CAL FIRE maps FHSZs based on fuel loading, slope, fire history, weather, and other relevant factors as directed by California Public Resources Code, Sections 420–4204, and California Government Code, Sections 51175– 51189. FHSZs are ranked from Moderate to Very High and are categorized for fire protection within a Federal Responsibility Area, State Responsibility Area, or Local Responsibility Area under the jurisdiction of a federal agency, CAL FIRE, or local agency, respectively.

e. Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation.

4.18.2.3 Regional

a. San Diego County Multi-Jurisdictional Hazard Mitigation Plan

On February 7, 2023, the Board of Supervisors of the County of San Diego adopted the revised 2023 MJHMP. The MJHMP is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The MJHMP is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The MJHMP includes potential mitigation actions related to wildfires.

4.18.2.4 Local

a. City of Oceanside Emergency Operations Plan

The City Emergency Operations Plan (EOP) forms the basis for the conduct and coordination of emergency operations within the City. The EOP 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.

b. City of Oceanside Code of Ordinances

Chapter 11 Fire Prevention

The City adopts the CFC and incorporates local amendments based on geographical, climatological, and topographical factors, as the governing regulations for the safeguarding of life and property from fire and explosion hazards arising from the storage, handling and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of buildings and premises and in the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, equipment use, and maintenance of buildings and structures.

4.18.3 Proposed GPU and SSCSP Policies

The proposed GPU and SSCSP include policies intended to reduce potential adverse environmental impacts resulting from buildout of the plans. As future development is proposed, development would be required to demonstrate consistency with the GPU and SSCSP policy framework, as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how implementation of these policies at the project level would serve to reduce the significance of potential adverse impacts.

4.18.3.1 Policy Framework

The following policies are examples of the policy framework intended to address wildfire protection throughout the City, and do not intend to be exclusive of all additional relevant policies that may apply to future development.

a. GPU Safe and Resilient Environment Element (SRE)

The SRE assesses the City's exposure to natural and human-induced hazards and outlines goals, policies, and actions designed to mitigate the risk of injury and property damage associated with these hazards, including wildfire. The policies summarized below focus on the thresholds related to this section. Additional GPU and SSCSP policies related to wildfire are referenced in Section 4.10.3.

- Goal 6-Q: The City will ensure adequate evacuation access, fire prevention activities, and emergency response for all residents and visitors.

Fire Hazards

- Policy 6-31: Maintain fuel breaks where feasible and prioritize development in areas with existing adequate road networks, evacuation routes, and water infrastructure. Require any new development on sites of more than two acres in the VHFHSZ to comply with requirements in Policy 6-27 and prepare a Fire Protection Plan that minimizes risks by:
  - Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns, etc.;
  - Siting and designing development to avoid hazardous locations to the extent feasible;
  - Requiring street improvements to comply with minimum fire road access standards; and
  - Disallowing new subdivisions in areas with less than two evacuation routes (as shown in Figure 6-9) unless a development were to be able to provide additional connections to ameliorate this condition.
- Policy 6-33: Continue to review development proposals to ensure that they incorporate required and appropriate fire-mitigation measures, including adequate provisions for occupant evacuation as well as access by fire-fighting personnel and equipment.

Evacuation and Emergency Response

Policy 6-77: Require that new residential development be served by more than one evacuation route, where feasible.

4.18.4 Emergency Response and Evacuation Plans

4.18.4.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to emergency and evacuation plans are based on applicable criteria in the 2023 California Environmental Quality Act (CEQA) Guidelines, Appendix G. Specifically, would the project:

- Substantially impair an adopted emergency response plan or emergency evacuation plan?

4.18.4.2 Impact Analysis

Buildout of the GPU and SSCSP could affect implementation of the City's emergency response plans, including available evacuation routes. As detailed in Section 4.10.5.5, the City would be required to adhere to all aspects of the 2022 San Diego County Emergency Operations Plan Annex-Q, Evacuation (County of San Diego 2022). The Evacuation Plan provides strategies, procedures, and recommendations that can be used to implement a coordinated evacuation if the City is faced with the need for a mass evacuation.

The City's adopted Public Safety Element of the General Plan contains a map of emergency evacuation routes that includes the major streets running through the City:

- North-South Roads: Coast Highway, I-5, El Camino Real, College Boulevard, and North Sante Avenue

- East-West Roads: Mission Avenue, Oceanside Boulevard, Vista Way, and SR-76

The City's evacuation plan is consistent with the City EOP and provides for further cohesive operations relating to an evacuation. To avoid potential impairment of the City's emergency response or emergency evacuation plans, future development would be designed, constructed, and maintained in accordance with applicable standards associated with the County's MJHMP and the City's associated goals, including vehicular access to ensure that adequate emergency access and evacuation would be maintained. Additionally, future development would be reviewed for consistency with SRE policies which supports the design of new residential development to include more than one evacuation route, where feasible (SRE Policy 6-77). For future development of more than two acres within VHFHSZ, a Fire Protection Plan would be required to include two evacuation routes unless the development were able to provide additional connections to ameliorate this condition (SRE Policy 6-31).

Evacuation Plans provide evacuation routes, highlighting primary and secondary emergency access connecting the project site to major local and regional roadways. Implementation of the GPU and SSCSP would not interfere with the MJHMP or any other local level evacuation plans. Therefore, the GPU and SSCSP would not significantly impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan.

4.18.4.3 Significance of Impacts

Through adherence with emergency planning standards and demonstrated compliance with GPU policies, implementation of the GPU and SSCSP would not impair or interfere with an existing emergency response or evacuation plan. Impacts would be less than significant.

4.18.4.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.18.5 Pollutants from Wildfire

4.18.5.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to wildfire pollutants are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Due to slope, prevailing winds, and other factors, would the proposed project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

4.18.5.2 Impact Analysis

A portion of the City lies within a very high fire threat area and VHFHSZ as designated by CAL FIRE (see Figures 4.10-3 and 4.10-4). These areas of the City are dominated by urban and disturbed land, but also support grassland and coastal sage scrub (see Figure 4.5-2). The adjacent lands have similar vegetation types, with riparian habitat along the San Luis Rey River. These are vegetation communities that experience occasional wildfire and can burn in an extreme manner under severe fire weather (dry and windy) conditions that occur in the area. Based on the region's fuels, fire history, and expected fire behavior, severe fires may occur. Additionally, based on prevailing wind patterns, including high wind velocities associated with downslopes, canyons, and Santa Ana winds, the City could be subject to wildfire risk. Implementation of the GPU and SSCSP would increase density and intensity primarily throughout the City, primarily within the Areas of Change.

SRE Policy 6-31 ensures that future projects within VHFHSV include project design features to minimize threats of wildfire. Future projects would be required to remove combustible invasive species and create fire fuel breaks and fuel buffers. Additionally, future projects encompassing greater than two acres would prepare a project-specific Fire Protection Plan to assess topography, slope, vegetation type, wind patterns. Through the Fire Protection Plan, future projects would be designed to site development, include street improvements, and provide adequate secondary access (evacuation) routes.

Although implementation of the GPU would be subject to fire risk and associated release of pollutants in the event of a wildfire, the GPU would not exacerbate existing risk. Through compliance with CBC Chapter 7A in addition to incorporation of appropriate fuel management zones, the project would not exacerbate fire risk due to slope changes or changes in wind patterns. Any future project-

specific topographic changes to individual project sites, including a slight raising of the site elevation to ensure a flood free building site, would not change wind patterns or exacerbate fire risk. CBC Chapter 7A regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a fire hazard area to reduce ignition potential. SRE Policy 6-31 ensures future projects would comply with established standards and specifications for fuel modification and defensible space Fuel management zones would serve to reduce fire intensity and flame lengths from advancing fire through restricted vegetation and irrigated areas around the perimeter of structures.

4.18.5.3 Significance of Impacts

Based on the City's fire history, historical weather and wind data, terrain, and fuels, future projects within VHFHSZ would be required to prepare Fire Protection Plans to evaluate project-specific fire risk. With implementation of GPU policies focused on fuel management and fire protection features incorporated into project design, implementation of the GPU and SSCSP would not exacerbate wildfire risks; therefore, impacts related to exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.

4.18.5.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.18.6 Infrastructure

4.18.6.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to emergency infrastructure are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

4.18.6.2 Impact Analysis

The GPU and SSCSP would result in increased density and intensity of uses throughout the City resulting in the needs for new connections to existing water, sewer, electricity, and gas infrastructure (see Section 4.17). Utility connections would be required to comply with the current 2022 CCR, Title 24 Parts 1–12, which would require review and approval through the building permit process. All future projects would be required to adhere to City standards, including road widths and connectivity. Additionally, the City has adopted the CFC which outlines the requirements for fire apparatus access roads and gates to ensure adequate emergency access throughout the City. These standards and regulations would ensure individual projects provide adequate access. Additionally, future projects would be subject to review by Oceanside Fire Department to ensure compliance with applicable safety standards.

4.18.6.3 Significance of Impacts

Implementation of the GPU and SSCSP would not exacerbate wildfire as a result of infrastructure improvements. Impacts would be less than significant.

4.18.6.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.18.7 Flooding or Landslides

4.18.7.1 Threshold of Significance

Significance thresholds used to evaluate impacts related to fire related flooding and landslides are based on applicable criteria in the 2023 CEQA Guidelines, Appendix G. Specifically, would the project:

- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

4.18.7.2 Impact Analysis

As discussed in Section 4.11, future development consistent with the GPU and SSCSP can alter drainage patterns resulting in increased volume and/or velocity of runoff which could result in downstream flooding and/ or landslides. Adherence to federal, state and local regulations, along with consistency with proposed GPU and SSCSP policies future projects would be required to ensure that post-project drainage patterns would be similar to the existing condition in a manner that would not change drainage patterns or result in downstream flooding (refer to Section 4.11.6.2 for discussion of drainage patterns and Section 4.11.6.7 for discussion related to downstream flooding). In post-fire conditions, the potential risk associated with downstream flooding from runoff or drainage changes would not be increased. Additionally, future projects would include landscape plans, consistent with the City's Landscape Development Manual to protect against erosion during both construction and long-term operation. Overall, through regulatory and policy compliance, future development would include project design features aimed at reduction of runoff, drainage improvements, and landscaping to provide slope stability. Therefore, exposure of people to risks related to downstream flooding or landslides due to runoff, post-fire slope instability, or drainage changes would be minimized.

4.18.7.3 Significance of Impacts

Implementation of the GPU and SSCSP would not change drainage patterns nor leave soils exposed in a manner that would result in post-fire flooding or slope instability. Impacts would be less than significant.

4.18.7.4 Mitigation

Impacts would be less than significant. No mitigation is required.

4.18.8 Cumulative Analysis

The GPU and SSCSP contain policies that would ensure emergency planning standards are maintained and that future projects would not impair or interfere with an existing emergency response or evacuation plan. Likewise, all future projects, especially those within the VHFHSZ, would incorporate fuel management and fire protection features into project designs. With respect to flooding or landslides resulting from wildfire, implementation of the GPU and SSCSP would ensure that future development would not change drainage patterns nor leave soils exposed in a manner that would result in post-fire flooding or slope instability.

The GPU would also require future development to prepare fire protection plans, to be approved by the City. Fire Protection Plans must include measures designed to address issues resulting from the location, topography, geology, and potentially flammable vegetation of the proposed site. Also, the GPU encourages the inclusion of adequate emergency access and evacuation routes would be maintained. Therefore, compliance with regulations and GPU policies would ensure that the project would not contribute to a cumulative impact related to wildfire.

Chapter 5.0
CEQA Mandated Analysis

California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b) and (c) require that the significant unavoidable impacts of the project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the Environmental Impact Report (EIR). Additionally, CEQA Guidelines Section 15126.2(e) requires that an EIR evaluate the "growth-inducing" effects of a project. The following paragraphs discuss these mandated topics associated with implementation of the Onward Oceanside project which includes the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project. This analysis focuses on parcels throughout the City where the project either (1) proposes changes to existing land use designations or (2) where no land use change is specifically proposed. However, changes to the City's General Plan Efficient and Compatible Land Use Element (ECLU) would result in greater density and/or intensity of uses Proposed changes to existing land use designations are generally confined to properties within the City's major commercial corridors. Such areas largely fall within the planning area of the Smart and Sustainable Corridors Specific Plan. The project proposes no changes to existing land use designations within single-family districts or commercial districts located outside of the City's major commercial corridors. These areas, shown in Figure 3-2, are referred to as the "Areas of Change."

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2 (b) any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. Implementation of the project would result in significant unavoidable impacts associated with the following issues: agriculture and forestry resources (important farmland and indirect conversion), air quality (consistency with air quality plans), noise (increases in ambient noise levels), public services (fire and police protection), and utilities (water, wastewater, and storm water facilities). Chapter 4.0 of this Program Environmental Impact Report (PEIR) provides more detail about the nature and extent of these impacts.

Impacts which remain significant and unavoidable as a result of the project require a Statement of Overriding Considerations, consistent with CEQA Guidelines Section 15093. The Statement of Overriding Considerations will be prepared for certification with the Final PEIR, identifying specific economic, legal, social, technological, or other benefits of the project which allow approval of the project due to its benefits outweighing the unavoidable impacts.

5.2 Significant Irreversible Environmental Changes Which Would Result if the Project is Implemented

In accordance with CEQA Guidelines Section 15126.2(c):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Non-renewable resources generally include agricultural land; biological, archaeological, and paleontological resources; mineral deposits; water bodies; and some energy sources.

Implementation of the project would result in the permanent loss of agricultural land uses located within non-agricultural zoned lands. Despite application of a policy framework intended to support retention of agricultural land uses within South Morro Hills, buildout of the City consistent with the GPU and SSCSP policy framework would result in the conversion of agricultural land uses located within non-agriculturally zones lands of land designated Prime Farmland, as well as the additional loss of farmland due to indirect conversion of agricultural land through urbanization (see Section 4.3). Therefore, future development consistent with the GPU would result in the permanent and irreversible loss of agricultural land.

The project has been designed to minimize impacts to sensitive biological resources by primarily focusing future development and redevelopment within the SSCSP Planning Area, which is situated within urbanized portions of the City, generally built-out, and supportive of limited biological resources. Focusing development and redevelopment within the SSCSP Planning Area, which consists primarily of developed and/or disturbed land, would minimize adverse impacts to sensitive species. Similarly, the SSCSP Planning Area avoids potential impacts to sensitive archaeological complexes, as property within the planning area has largely already been graded and future development would be buffered from the City waterways, where archaeological resources are most likely to be located. Through implementation of proposed GPU and SSCSP goals and policies, Standards Conditions of Approval (SCOA), and mitigation measures, potentially significant impacts to biological and cultural resources would be reduced to less than significant levels (see Sections 4.5 and 4.6).

There is some potential for paleontological resources to be present in the City, primarily within portions that have been identified as having a high paleontological sensitivity rating. However, through implementation of proposed GPU and SSCSP goals and policies and mitigation measures, potentially significant impacts to paleontological resources would be reduced to less than significant levels (see Sections 4.8).

As described in Section 4.11, implementation of the project would result in less than significant impacts to water bodies (drainage and water quality). The City does not support any mineral extraction activities. Most of the City is designated as Mineral Resource Zone (MRZ) 3, land for which the significance of mineral resources cannot be determined, and the small amount of land designated as MRZ-2 in the northeastern portion of the City has already been developed. Therefore, impacts related to mineral resources would be less than significant.

With regard to energy resources, actions related to future development could result in an irretrievable commitment of nonrenewable resources, including energy supplies and construction materials, such as lumber, steel, and aggregate. Non-renewable energy resources (coal, natural gas, oil) would be used in construction, heating, and refrigeration of food and water, transportation, lighting, and other associated energy needs. However, future projects would be subject to applicable energy efficiency regulations related to construction, transportation, and building-related energy use in effect at the time of development. Additionally, future projects would adhere to proposed GPU and SSCSP policies and Climate Action Plan Update energy reduction measures focusing on improved energy efficiency in new or substantially remodeled construction. Through regulatory and policy compliance, the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant (see Section 4.7 of this PEIR).

In summary, implementation of the GPU would result in an increase in density and intensity of land uses throughout the City, primarily within the SSCSP Planning Area. Construction and operation associated with implementation of future projects would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses. However, the use of such resources would be consistent with local and regional growth forecasts for the area (see Section 4.14). Therefore, although irreversible environmental changes would result from future development, such changes would not be considered significant.

5.3 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an EIR:

> 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 (for example, a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population might tax existing community services 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.

A project can directly or indirectly induce growth. Construction of new housing would directly induce population growth. However, if a project creates substantial new permanent employment

opportunities, it could indirectly induce growth by stimulating the need for additional housing and services to support the new employment demand. It could also indirectly induce growth by removing infrastructure limitations or regulatory constraints on a required public service, such as roads or water service.

5.3.1 Population and Housing Growth

The project does not propose the construction of new housing or other development; rather it provides capacity for future development consistent with state Housing Element Law and regional plans including the San Diego Association of Governments (SANDAG) 2021 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The California Department of Finance is responsible for developing the total statewide housing demand projection. With the state Department of Housing and Community Development, this demand is apportioned to each of the state's regions. SANDAG is responsible for allocating the region's projected new housing demand in each of its member jurisdictions through the Regional Housing Needs Assessment (RHNA) process. The allocation considers factors such as market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, and others. To accommodate these needs, the ECLU contains policies that would provide for housing development beyond the City's share of the regional housing need as identified in the RHNA and accommodate SANDAG estimates.

As described in Section 4.14, buildout of the project would result in development of 17,558 new homes for a total of residential units estimated at 84,150. This would be greater than the SANDAG estimates for the City of 71,359 under Series 14 and 81,516 under the draft Series 15 (see PEIR Sections 4.14.1.1.a and 4.14.4.2 for a discussion of draft Series 15 as a comparative measure of City growth). This exceedance of the SANDAG forecasts would provide a buffer for future housing in all RHNA income categories and ensure the City would be in a position to navigate the no net loss provisions of the state Housing Element law and have continued ability to meet the RHNA by income group throughout future planning periods.

Although the GPU anticipates greater growth than projected by SANDAG under the existing General Plan, this growth would accommodate projected future housing needs in the City and the region and would not induce population growth.

5.3.2 Removal of an Impediment to Growth

The project itself does not propose the construction or expansion of new housing, services, or other infrastructure development; rather it provides for future development consistent with state Housing Element Law. The project has been designed to primarily focus future development and redevelopment within the SSCSP Planning Area that consist of vacant or underutilized land along major transit corridors. Increases in density could result in the need for the expansion of utilities and public services, as future development occurs. As each future project is proposed, the City would evaluate existing public facilities, future needs, facility costs, and provides an impact fee calculation that would apply to new developments. Implementation of proposed GPU and SSCSP goals and policies aimed at the assurance that adequate infrastructure is available to serve the needs of the proposed project would be applied at the project level to ensure future projects proportionally fund

the cost of providing necessary public facilities. Although services would need to expand to keep ratios of personnel to population consistent with the GPU and City standards, this expansion will occur incrementally, allowing the City to adjust over time to the increased demand. Overall, implementation of the project's land use plan would not require major expansions of infrastructure that would induce unplanned growth. Future infrastructure development would occur within areas already served by essential roads, utilities, and public services, and the project would not remove an impediment to growth.

5.3.3 Foster Economic or Employment Growth

The project does not propose or provide direct development rights to new major retail, commercial or employment centers that would encourage substantial economic or employment growth. Rather, it provides capacity for future development consistent with regional plans including the 2021 SANDAG RTP/SCS. The project would increase the number of jobs to 76,599 after buildout of the GPU/SSCSP compared to the SANDAG 2050 growth projection of 50,756. However, this increase in jobs is anticipated due to increased mixed-use opportunities and improved commercial and industrial opportunities throughout the SSCSP Planning Area. Therefore, future economic and employment growth associated with the project would not induce growth.

5.4 Conclusion

Overall, the project would not be growth inducing, as it would serve to accommodate projected growth as required by state law. The project would not remove an impediment to growth, nor does it propose to develop, or permit the encroachment into an isolated area adjacent to open space. The project would foster economic and employment expansion to the degree necessary to accommodate population growth. As discussed above, the project would accommodate projected population growth and would not be considered growth inducing because it would provide housing capacity for projected population growth. The opportunities to provide housing would be consistent with the City's need to establish a resilient housing base for the community and comply with state law.

Chapter 6.0
Project Alternatives

In order to fully evaluate the environmental effects of projects, the California Environmental Quality Act (CEQA) mandates that alternatives to the project be analyzed. Section 15126.6 of the CEQA Guidelines requires the discussion of "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 the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

In developing the alternatives to be addressed in this section, consideration was given to their ability to meet the basic objectives that define the General Plan Update (GPU), Smart and Sustainable Corridors Plan (SSCSP), and Climate Action Plan (CAP) Update, hereafter collectively referred to as the project. Additionally, the alternatives were selected for their ability to eliminate or substantially reduce significant environmental impacts associated with the project. As identified in Chapter 3.0, project objectives include the following:

1. Create opportunities for residential growth and economic development throughout the City, supporting a balance between employment and housing opportunities.
2. Address required rezoning to implement Programs 7, 8, and 9 of the 6th Cycle 2021-2029 Housing Element providing for the opportunity for future residential development with a density range of at least 35 dwelling units per acre on selected sites.
3. Channel the bulk of future housing and job growth into already urbanized areas to reduce urban sprawl, create synergies between residential and non-residential uses, and promote active transportation and transit ridership.
4. Minimize potential land use compatibility conflicts associated with the proposed changes to existing land use designations and zoning.
5. To the extent feasible, protect the integrity of existing single-family neighborhoods and provide appropriate transitions between these neighborhoods and adjacent areas accommodating more intensive land use and development.
6. Facilitate the preservation and proper stewardship of passive and recreational open space, sensitive habitat, and other natural resources.
7. Provide adequate community services and facilities to all community members and coordinate with other public agencies and the local non-profit sector to maintain and expand access to health care, educational opportunities, recreational activities, cultural and social experiences.
8. Identify, protect, and enhance those characteristics that make the City a unique and interesting community.

9. Promote water conservation, energy efficiency, renewable energy sourcing, and other sustainable practices.
10. Minimize risks associated with natural hazards, including those exacerbated by climate change, and enhance the resiliency of historically under-resourced communities.

The program environmental impact report (PEIR) addresses a range of alternatives consisting of: Alternatives Considered but Rejected (100-foot Buffer Removal to Boost Development Potential Alternative), the No Project Alternative, and the Reduced Density/Intensity Alternative. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analyses, and a matrix comparison of the impacts of the project compared to each alternative is provided in Table 6-1.

Table 6-1
Matrix Comparison of Onward Oceanside PEIR and Alternatives Impacts

Environmental Issue Area	Project (GPU, SSCSP & CAP)	No Project Alternative	Reduced Density/Intensity Alternative
Land Use and Planning			
Physically Divide an Established Community	LTS	Greater	Same
Conflicts with Applicable Plans	LTS	Greater	Same
Aesthetics			
Scenic Vistas/Views and Scenic Resources	LTS	Greater	Same
Visual Quality and Character	LTS	Greater	Greater
Light or Glare	LTS	Greater	Same
Agricultural and Forestry Resources			
Farmland Conversion	SU	Greater	Greater
Conflicts with Agricultural Zoning or Williamson Act Contracts	LTSM	Greater	Same
Conflicts with Forest Land or Timberland Zoning/Results in Loss of Forest Land	LTS	Same	Same
Other Possible Conversion of Farmland or Forest Land	SU	Greater	Greater
Air Quality			
Consistency with Air Quality Plans	SU	Less	Less
Air Quality Standards	LTSM	Same	Same
Sensitive Receptors	LTS	Less	Less
Odors	LTS	Less	Less
Biological Resources			
Sensitive Species and Habitat	LTSM	Same	Greater
Jurisdictional Wetlands and Waters	LTSM	Same	Greater
Wildlife Corridors	LTS	Same	Greater
Local Protection Policies and Habitat Conservation Plans	LTS	Same	Greater
Cultural Resources and Tribal Cultural Resources			
Historical Resources	LTSM	Same	Less
Archaeological Resources	LTSM	Same	Less
Human Remains	LTS	Same	Same
Tribal Cultural Resources	LTSM	Same	Less
Energy			
Inefficient Energy Use	LTS	Greater	Less
Conflicts with Energy Efficiency Plans	LTS	Greater	Less

Table 6-1 Matrix Comparison of Onward Oceanside PEIR and Alternatives Impacts			
Environmental Issue Area	Project (GPU, SSCSP & CAP)	No Project Alternative	Reduced Density/Intensity Alternative
Geology and Soils			
Seismic Hazards	LTS	Same	Less
Soil Erosion	LTS	Same	Less
Unstable Geologic Unit/Expansive Soils	LTS	Same	Less
Support Septic Tanks	LTS	Same	Less
Paleontological Resources or Unique Geologic Feature	LTSM	Same	Less
Greenhouse Gas Emissions			
GHG Emissions	LTS	Same	Same
Potential to Conflict with Plans, Policies, and Regulations	LTS	Same	Same
Hazards and Hazardous Materials			
Hazardous Materials	LTS	Same	Same
Airport Hazards	LTS	Same	Same
Emergency Response Plans	LTS	Same	Same
Wildfires	LTS	Same	Same
Hydrology and Water Quality			
Water Quality Standards	LTS	Same	Same
Groundwater Supplies	LTS	Same	Same
Drainage Patterns	LTS	Same	Same
Flood Hazard	LTS	Same	Same
Conflict with Water Quality Plans	LTS	Same	Same
Mineral Resources			
Mineral Resource Availability	LTS	Same	Same
Local Mineral Resources	LTS	Same	Same
Noise			
Noise Level Increases	SU	Same	Less
Ground Borne Vibration and Noise	LTS	Greater	Less
Aircraft Noise	LTS	Same	Same
Population and Housing			
Population Growth	LTS	Same	Same
Displace Housing or People	LTS	Same	Same
Public Services, Parks, and Recreation			
Public Services: Fire and Police Protection	SU	Less	Less
Public Services: Schools, Parks and Recreation, Library	LTS	Less	Less
Recreation	LTS	Less	Less
Transportation			
Conflict with a Project Plan, Ordinance, or Policy	LTS	Greater	Greater
Vehicle Miles Traveled	LTS	Same	Same
Design Feature Hazards	LTS	Same	Same
Emergency Access	LTS	Same	Same
Utilities and Service Systems			
Water, Wastewater, and Storm Water Facilities	SU	Same	Less
Water Supplies	LTS	Less	Less
Wastewater Capacity	LTS	Less	Less
Solid Waste	LTS	Less	Less

Table 6-1 Matrix Comparison of Onward Oceanside PEIR and Alternatives Impacts			
Environmental Issue Area	Project (GPU, SSCSP & CAP)	No Project Alternative	Reduced Density/Intensity Alternative
Wildfire			
Emergency Response and Evacuation Plans	LTS	Greater	Same
Pollutants from Wildfire	LTS	Same	Same
Infrastructure	LTS	Same	Same
Flooding or Landslides	LTS	Same	Greater
Notes: GPU = General Plan Update; SSCSP = Smart and Sustainable Corridors Specific Plan; CAP = Climate Action Plan; SU: Significant and Unavoidable; LTSM: Less than Significant with Mitigation LTS: Less than Significant; Same: Impacts the same/similar to the project; Less: Impacts less than the project; Greater: Impacts greater than the project			

As required under Section 15126.6(e)(2) of the CEQA Guidelines, an EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. Section 6.4 addresses the Environmentally Superior Alternative.

6.1 Alternatives Considered but Rejected

This subsection of the PEIR is provided consistent with CEQA Guidelines which state that the EIR needs to examine in detail only a reasonable range of alternatives that the lead agency determines could feasibly attain most of the basic objectives of the project. Further, the EIR should identify any alternatives that were considered by the lead agency but were rejected and briefly explain the reasons underlying the lead agency's determination. Among factors used to eliminate alternatives from detailed consideration in the EIR includes the alternative's failure to meet most of the basic project objectives or inability to avoid significant environmental effects (CEQA Guidelines 15126.6(c)).

6.1.1 100-foot Buffer Removal to Boost Development Potential Alternative

The 100-foot Buffer Removal to Boost Development Potential Alternative represents implementation of the project as presented in this PEIR including adoption of GPU, SSCSP, and CAP Update, but with removal of GPU Vital and Sustainable Resources (VSR) Element Policy 5-8 and SSCSP Policy EQ-1. GPU VSR Element Policy 5-8 requires enhancement of minimum 100-foot buffers of natural vegetation adjacent to existing wetland vegetation communities and SSCSP Policy EQ-1 requires that all new development maintain at least a 100-foot buffer from the riparian edge of Loma Alta Creek or associated wetlands and restrict new development and lighting within the buffer to protect wildlife habitat and species diversity, facilitate movement of stream flows and ground water recharge, and improve the ability of wildlife to travel through riparian channels. This alternative would increase land area for development and thereby contribute to the City's objective of accommodating housing and employment growth.

Overall, the 100-foot Buffer Removal to Boost Development Potential Alternative would meet most of the project objectives. However, it would result in damage to biological habitat and fail to carry out the basic goals of the City's draft Subarea Plan (SAP). This alternative was rejected primarily because it failed to conform with key objectives of the City's the draft SAP, which have been incorporated into the GPU policy framework.

6.2 No Project Alternative

The first of the fully analyzed alternatives is the No Project Alternative. The following discussion of the No Project Alternative is based on the CEQA Guidelines Section 15126.6(e)(3)(A) which states:

> When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, an alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Consistent with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project Alternative represents the continued implementation of the adopted General Plan and the adopted CAP without the addition of the SSCSP. A comparative analysis of the impacts associated with this alternative and the project is provided below.

6.2.1 Land Use and Planning

The project found the proposed GPU, SSCSP, and CAP would be consistent with all applicable plans and policies and no significant impacts were identified in relation to land use plan or policy consistency. Also, there are a range of land use and mobility-oriented policies in the GPU that promote enhanced connectivity across the City's many districts and neighborhoods. The No Project Alternative would maintain the City's existing built environment which includes many features that physically divide portions of the community from one another. The No Project Alternative would not remedy these divisions. Therefore, because this alternative would not remedy these divisions, impacts associated with physically dividing a community would be greater compared to the project.

Under the No Project Alternative, the land use changes and policy updates proposed in the GPU and SSCSP would not be adopted, and therefore, changes to land use designations, increasing residential units throughout the City, would not occur. Without changes to land uses, the City may not be able to implement Programs 7, 8, and 9 of the 6th Cycle 2021-2029 Housing Element. These programs were adopted to allow the City to meet its fair share of new state housing requirements consistent with the Regional Housing Needs Allocation. The City's inability to implement the Housing Element programs would result in a conflict with applicable land use plans. This would be considered a significant impact. Because this alternative would result in a conflict with applicable plans impacts associated with land use under the No Project Alternative would be greater.

6.2.2 Aesthetics

The project would result in less than significant impacts related to scenic vistas, visual character and quality, and light or glare. The GPU and SSCSP provide design guidelines to support residential growth and economic development goals. Specifically, the GPU and SSCSP include policies that would require maintenance of coastal view corridors, protection of scenic views, preservation of scenic resources, and architectural and design measures to complement and frame unique landforms, and reduce potential massing of future development. . Under the No Project Alternative, these updated GPU and SSCSP policies would not be in place. As discussed in Section 4.14, the San Diego Association of Governments (SANDAG) forecasts increased growth in the City through the year 2050. Thus, the City would continue to develop notwithstanding the project pursuant to its Code of Ordinances and existing General Plan. Future projects would not have the benefit of the improved policy guidance under the project. Therefore, future development would be consistent with existing regulations and policies and impacts would be less than significant. However, absence of the project's GPU and SSCSP policies that are intended to provide greater guidance for the preservation and protection of scenic vistas, views, and aesthetic resources, potential impacts under the No Project Alternative would be greater compared to the project.

6.2.3 Agricultural and Forestry Resources

The project would result in significant impacts with mitigation related to farmland conversion and conflicts with agricultural zoning or Williamson Act Contracts. Mitigation measure AG-1 would require the City to prepare a South Morro Hills Community Plan along with updated development standards applicable to Agricultural District lands that would support implementation of GPU VSR Element Policies 5-72 and 5-73 prior to any development. Standard Conditions of Approval (SCOA) would be developed along with this effort to support retention of agriculture as a primary land use in South Morro Hills. Notwithstanding implementation of AG-1, impacts related to conversion of agricultural land uses would remain significant and unavoidable at the program level. The No Project Alternative would result in greater impacts related to farmland conversion as the No Project Alternative would not provide the benefit of the project's mitigation and policy framework that supports preservation of agricultural land and the agricultural economy. Therefore, impacts related to farmland conversions under the No Project Alternative would be greater compared to the project. Likewise, the No Project Alternative would result in greater impacts related to project conflicts with agricultural zoning or Williamson Act Contracts and conversion of farmland or forest land as the No Project Alternative would not provide the benefit of the project's mitigation and policy framework that would ensure future development standards within the Agricultural District are compatible with the agricultural zoning and that the future South Morro Hills Community Plan. Impacts related to conflicts with agricultural zoning or Williamson Act Contracts under the No Project Alternative would be greater compared to the project. Impacts related to forest land or timberland would be the same.

6.2.4 Air Quality

The project would result in significant and unavoidable impacts related to consistency with air quality plans and air quality standards (i.e., Regional Air Quality Standards [RAQS]). Although the project includes the incorporation of GPU goals and policies as well as implementation of a mitigation

measure requiring emission reduction measures, future project would continue to be inconsistent with the RAQS until the RAQS are revised and incorporate the projections of the GPU. Under the No Project Alternative, future growth would be consistent with the RAQS because existing growth projections are based on the City's existing plans. Therefore, impacts associated with consistency with air quality plans under the No Project Alternative would be less compared to the project.

Future development consistent with the project may exceed the daily operational emissions thresholds established by the City and the San Diego Air Pollution Control Board (SDAPCD). Future development would be required to adhere to City regulations and proposed policy guidance requiring an analysis of operational air quality impacts using the latest available CalEEMod mode, or other analytical method, to determine significance of impacts and include measures to reduce emission levels to the greatest extent feasible. Under the No Project Alternative, development would occur as anticipated under the existing General Plan. Buildout under the No Project Alternative would not result in as great an increase in development and associated increase in emissions compared to buildout under the GPU and SSCSP. However, future development under the No Project Alternative could result in incompatibility with air quality standards. Future development would be required to adhere to existing regulations and policies requiring the reduction of air quality emissions. Therefore, while buildout under the No Project Alternative would be less intense than under the project, impacts related to air quality standards would be the same.

Impacts associated with conflicts with sensitive receptors would be incrementally less under the No Project Alternative compared to the project. The GPU and SSCSP propose a land use plan that would allow new mixed-use development introducing residential density to areas not included under the existing General Plan. Although impacts related to sensitive receptors would be less than significant under either scenario, because the No Project Alternative would result in less intensity of mixed uses, impacts to sensitive receptors and odors would be incrementally less compared to the project.

6.2.5 Biological Resources

The project would result in less than significant impacts with mitigation related to sensitive species and habitats and jurisdictional wetlands and waters. Development under the No Project Alternative would result in buildout of the City consistent with the existing General Plan, which would not result in as great an increase in intensity and density of development within the Areas of Change and throughout the City. Future development under the No Project Alternative located on land that may support special-status species, sensitive vegetation communities, or jurisdictional wetlands and waters would be not be subject to the policy guidance and City Standard Conditions of Approval including the requirement to prepare a biological assessment, implement specific habitat-based mitigation, and follow conservation requirements taken from the draft SAP. Additionally, future development under the No Project Alternative would not have the benefit of defined Wildlife Corridor Planning Zone (WCPZ) as envisioned in the draft SAP. Therefore, impacts related to biological resources under the No Project Alternative would be greater compared to the project.

6.2.6 Cultural and Tribal Cultural Resources

The project would result in less than significant impacts with mitigation related to historical resources, archaeological resources, and tribal cultural resources. Development under the No Project

Alternative would result in buildout of the City consistent with the existing General Plan, which would not result in as great an increase in intensity and density of development within the Areas of Change and throughout the City. Parcels identified as Areas of Change could still be developed, just not to the same extent, under the No Project Alternative. However, similar to the project, future development could result in adverse changes to historic resources or in unearthing unknown and unrecorded archaeological and/or tribal cultural resources. While the project provides a detailed mitigation framework for potential impacts to cultural and tribal cultural resources, future projects under the No Project Alternative would still undergo City review to identify the potential for the site to support buried archaeological and/or tribal resources and include mitigation measures to ensure protection and/or preservation of resources. Additionally, similar to the project, should future projects have the potential to impact human remains ,adherence to Public Resources Code Section 5097 relating to the protection of Native American burial sites, ensuring less than significant impacts through regulatory compliance. Therefore, impacts related to cultural and tribal cultural resources under the No Project Alternative would be the same compared to the project.

6.2.7 Energy

The project would result in less than significant impacts related to energy consumption and renewable energy and efficiency plans due to application of energy conservation regulations as defined in California Green Building Standards Code Title 24, policies in the existing City's Energy and Climate Action (ECA) Element, proposed GPU and SSCSP, as well as implementation of the Updated CAP reduction measures. Development under the No Project Alternative would result in buildout of the City consistent with the existing General Plan, which would not result in as great an increase in intensity and density of development. However, it would be required to implement existing regulations, ECA Element policies would be consistent with the City's existing CAP to ensure future projects would not result in a wasteful, inefficient, or unnecessary consumption of energy resources, consistent with renewable energy and efficiency plans. Therefore, impacts related to energy use under the No Project Alternative would be the same compared to the project.

6.2.8 Geology and Soils

The project would result in less than significant impacts related to seismic hazards, soil erosion, an unstable geologic unit or expansive soils, and septic tanks due to regulatory and policy compliance. Development under the No Project Alternative would result in buildout of the City consistent with the existing General Plan, which would not result in as great an increase in intensity and density of development within the Areas of Change and throughout the City. Parcels identified as Areas of Change could still be developed, just not to the same extent, under the No Project Alternative. Future development under the No Project Alternative would adhere to the California Building Code which requires the preparation of geologic reports identifying any on-site geologic hazards. Therefore, similar to the project, future projects under the No project Alternative would adhere to grading regulations and construction requirements as identified in individual geologic reports. Additionally, while the project provides a detailed mitigation framework for potential impacts to paleontological resources, future projects under the No Project Alternative would still undergo City review to identify the potential for the site to support paleontological resources and include mitigation measures to

ensure protection and/or preservation of resources. Therefore, impacts related to geology and soils under the No Project Alternative would be the same compared to the project.

6.2.9 Greenhouse Gas Emissions

Future development under the No Project Alternative would be consistent with the existing General Plan. The City's Energy-Climate Action Plan Element (ECAP) includes policies intended to provide a framework for future growth and demonstrate the City's commitment to GHG reduction efforts as implemented through the City's existing CAP. The existing CAP was adopted in 2019 and included an inventory of local GHG emission sources for baseline 2013, forecasts growth and associated GHG emissions, and establishes specific GHG reduction targets for 2020 and 2030. The 2019 CAP reduction measures were calculated in the Final PEIR for the City of Oceanside General Plan Update - Economic Development Element, Energy and Climate Action Element, and Climate Action Plan (City of Oceanside; SCH#2017051075, April 2019) With the incorporation of GHG reduction measures included in the CAP, communitywide per capita emissions are forecasted to be approximately 5.0 MT CO_2E in 2020 (3 percent reduction) and 3.6 MT CO_2E (19 percent reduction) in 2030. Under the 2019 CAP, the City was projected to achieve per capita emissions levels that would meet state 2020 and 2030 GHG reduction goals and would thus be consistent with state reduction targets. This outcome is the same under the proposed CAP Update.

6.2.10 Hazards and Hazardous Materials

The project would result in less than significant impacts related to hazardous materials, airport hazards, emergency response plans, and wildfire. Development under the No Project Alternative would adhere with existing General Plan policies, as well as applicable federal, state, regional, and local plans and regulations the implementation of which would ensure that impacts associated with hazardous materials would the same compared to the project. Also the same compared to the project, future development under the No Project Alternative within airport safety zones would be required to show compatibility with the zoning, Airport Land Use Compatibility Plans (ALUCPs), and associated Federal Aviation Administration (FAA) requirements.

Through adherence with applicable emergency planning standards and proposed GPU policies, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or expose people to wildfire. Specifically, GPU policies focus on City's ability to equitably evacuate all members of the population, ensuring future development would be reviewed to determine whether new residential development can be feasibly served by more than one evacuation route. Additional proposed policies include further guidance for safe and efficient evacuation, maintaining critical evacuation routes, and creating alternative means for evacuation. While buildout of the City under the No Project Alternative would result in less intense land uses and less residential density compared to the project and would implement existing citywide emergency response programs, it would not have the benefit of newly proposed policy guidance and clarity of fire reduction measures. Therefore, impacts related to evacuation and fire hazards under the No Project Alternative would be greater compared to the project.

6.2.11 Hydrology and Water Quality

The project would result in less than significant impacts related to water quality standards, groundwater supplies, drainage patterns, flood hazards, and conflicts with water quality plans due to future project compliance with federal, state, and local regulations. While development under the project would also include proposed GPU and SSCSP policy guidance, future development under the No Project Alternative would be subject to all of the City's water quality and storm water programs and regulations including Jurisdictional Runoff Management Program framework, Master Plan of Drainage, all components of the Watershed Protection Program and Storm Water Management Plans, and City Code of Ordinances. Notwithstanding supplemental guidance and policy direction of the proposed GPU and SSCSP, impacts related to hydrology and water quality under the No Project Alternative would be the same compared to the project.

6.2.12 Mineral Resources

Most of the City is designated as Mineral Resource Zone (MRZ)-3, land for which the significance of mineral resources cannot be determined. MRZ-3 is not considered to be a significant MRZ. Development under the project or No Project Alternative would not result in the loss of availability of known mineral resources that would be of value to the region. Therefore, impacts related to mineral resource availability and local mineral resources under the No Project Alternative would be the same compared to the project.

6.2.13 Noise

The project would result in significant and unavoidable impacts related to traffic-related noise level increases because under the project's land use plan, existing sensitive land uses located in areas that would experience an increase in intensity of uses (including allowable mixed-uses), ambient noise levels could exceed the applicable land use and noise compatibility level. Under the No Project Alternative, the City would develop consistent with the existing General Plan which does not provide for the same level of increased density and intensity of land uses. Therefore, increased traffic noise under the No Project Alternative would be less compared to the project.

The project would result in less than significant impacts related to groundborne vibration and noise due to implementation of City Code of Ordinance regulations supplemented by proposed GPU policies specifically including limitations on land uses within FTA category screening distances. The No Project Alternative would not have the benefit of these new policies so new development could continue to be within areas highly exposed to vibration levels. Specifically, development under the No Project Alternative would not implement SSCSP policies limiting land uses near the north-south railroad tracks and the east-west Sprinter rail line unless vibration isolation construction is undertaken, resulting in a greater impact than the project. Further, the No Project Alternative would not implement GPU policies requiring the City to address appropriate construction noise and vibration control measures, standards, and monitoring procedures for future development in the City's Code of Ordinances to reduce impacts to nearby uses, resulting in a greater impact than the project. Therefore, impacts related to groundborne vibration and vibration noise under the No Project Alternative would be greater compared to the project.

The No Project Alternative would result in the same impacts related to airport noise compared to the project. Under either scenario, Land uses would not be exposed to airport noise levels that exceed the ALUCP noise compatibility criteria.

6.2.14 Population and Housing

The project would not directly or indirectly induce population growth, but rather provide housing that would exceed forecasted growth. Development under the No Project Alternative would result in buildout of the City consistent with the existing General Plan, which would not result in as great an increase in intensity and density of development. However, it would allow the City to accommodate future growth as anticipated by SANDAG and meet its RHNA requirements. Therefore, impacts associated with population growth under the No Project Alternative would be the same compared to the project. Likewise, buildout under the No Project Alternative would result in construction of homes and would not displace housing or people. This is the same under either scenario.

6.2.15 Public Services, Parks, and Recreation

The project would result in significant and unavoidable impacts associated with fire and police services due to the inability to assess at the program level what would be required to serve future development. The project would, however, result in less than significant impacts related to schools, parks, libraries, and recreational facilities. The No Project Alternative would not implement the project and accordingly would not result in an increase in development within the Areas of Change and throughout the City. Parcels identified as Areas of Change could still be developed, just not to the same extent under the No Project Alternative. There would be no change to the existing fire and police service levels, which currently meet City standards. While buildout under the existing GPU could result in a need for expanded or newly constructed fire and/or police facilities, due to the reduction of buildout potential and service population under the No Project Alternative, impacts associated with expanded and newly constructed fire and police services would be less compared to the project. Likewise, due to a lesser demand for services under the No Project Alternative, impacts associated with schools, parks, recreation, and library services, would be incrementally less compared to the project.

6.2.16 Transportation

The project would result in less than significant impacts related to conflicts with a program plan, ordinance, or policy, vehicle miles traveled, design feature hazards, and emergency access. The project would construct roadway and circulation improvements, and new bicycle and pedestrian facilities. The road facility modifications are intended to align with planned multimodal improvements to accommodate forecasted transportation demands due to increased population throughout the City. Additionally, the project would implement polices included in the GPU Integrated Mobility (IM) Element and SSCSP in order to improve the circulation network through the City consistent with adopted regional and local plans. The No Project Alternative would not implement project road modification nor be subject to policy guidance focused on ensuring transportation improvements provide adequate functioning of the transportation system. Accordingly, the No Project Alternative

would not implement additional policies related to improvement of multi-modal facilities, developing an Active Transportation Program, and design a complete streets network, as directed by the Complete Streets Act and supported by SANDAG's Regional Transportation Plan. Therefore, under the No Project Alternative, conflicts with programs, plans, and policies addressing the circulation system would be greater compared to the project.

The project would result in less than significant VMT related impacts. While buildout under the GPU and SSCSP would not result in an overall exceedance of the City's VMT threshold, individual future projects could individually exceed the City's VMT threshold. However, pursuant to the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (TIA Guidelines; City of Oceanside 2020), future projects which would generate greater than 1,000 average daily traffic (ADT), or future projects inconsistent with the GPU which would generate greater than 500 ADT, would be required to prepare a VMT analysis. If a project-specific VMT analysis determines that a project would individually exceed City thresholds, it would be required to apply reduction measures and strategies to reduce the VMT generated by the project to acceptable levels. Like the project, future development under the No Project Alternative would be reviewed for consistency with City VMT thresholds and would be required to prepare VMT analyses and adhere to reduction strategies, if relevant, pursuant to the City's TIA Guidelines (City of Oceanside 2020). Therefore, under the No Project Alternative, impacts associated with VMT would be the same compared to the project.

Neither the GPU nor the existing General Plan would introduce new road design hazards to the City's circulation system. Under either scenario, future development would be required to adhere to City regulations and standards, including the City's Street Design Manual, would ensure that a substantial increase in hazards or incompatible uses would not occur. Likewise, under either scenario, future projects would be required to adhere to existing standards relating to emergency access including the assurance of adequate ingress and egress into new development and maintaining adequate LOS on City streets. Therefore, impacts related to street design hazards and emergency access under the No Project Alternative would be same compared to the project.

6.2.17 Utilities and Service Systems

Because any necessary improvements, utility relocations, or new infrastructure needed for water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications for future development under the GPU and/or SSCSP cannot be determined at this program level of review, it was determined that the project would result in significant and unavoidable impacts related to utility facilities. Under the No Project Alternative, although buildout of the City would result in less intensity and density of uses, it is unknown at this time the specific utility facility needs of future projects. Similar to the project, future development under the No Project Alternative would be required to be evaluated at the project level to ensure that necessary improvements, utility relocations, or new infrastructure would not result in a significant impact to the environment. Therefore, impacts related to utility facility improvements (including water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications) under the No Project Alternative would be the same compared to the project.

Notwithstanding the increase in intensity and density of land uses that would occur under the GPU and SSCSP, there would be adequate water supplies, and wastewater and solid waste capacity to

support future development. Buildout under the No Project Alternative would result in less intense and dense development compared than under the GPU and SSCSP resulting in less of a demand on water supplies, wastewater capacity, and solid waste. While there would be adequate services available under either scenario, future development under the No Project Alternative would result in incrementally less of a demand compared to the project.

6.2.18 Wildfire

The project would result in less than significant impacts to wildfire related to emergency response and evacuation plans due to future project's implementation of the City's emergency reposes plans and adherence to all aspects of the 2022 San Diego County Emergency Operations Plan Annex-Q, Evacuation (County of San Diego 2022). The GPU includes policies that ensure future development of more than two acres within the City's Very High Fire Hazard Severity Zone include two evacuation routes. Future projects under the No Project Alternative would likewise adhere to City emergency plans. However, without the benefit of GPU policies, the required two evacuation route may not have a mechanism for enforcement. Therefore, impacts associated with emergency response and evacuation plans would be greater compared to the project.

The project would result in less than significant impacts to pollutants from wildfire, infrastructure, and flooding or landslides. Future projects under the GPU and SSCSP would be required to adhere to all relevant California Building Code (CBC) and California Fire Code (CFC) regulations including, but not limited to, the incorporation of fuel management measures, ensuring a flood-free building site, and use of fire-resistant building materials. Additionally, utility connections would be required to comply with the current California Code of Regulations (CCR) which would require review and approval through the building permit process. Overall, through regulatory compliance future development would be protected from impacts associated with pollutants from wildfire, infrastructure, and flooding or landslides. Similar to the project, future development under the No Project Alternative would be required to adhere to CBC, CFC, and CCR standards and regulations ensuring impacts to pollutants from wildfire, infrastructure, and flooding or landslides would be less than significant. Therefore, impacts under the No Project Alternative would be the same compared to the project.

6.2.19 Conclusions

6.2.19.1 Impact Summary

The No Project Alternative would incrementally reduce the severity of impacts compared to the project for the issues of air quality (consistency with plans, sensitive receptors, odors), biological resources (local plan protection), public services and recreation (all thresholds), and utilities (water supply, wastewater capacity and solid waste). Impacts from the No Project Alternative would be the same or similar and include land use (physically divide an established community), agriculture (conflicts with forest land or timberland zoning), air quality (air quality standards), cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise (noise levels and aircraft noise), transportation (VMT, design hazards and emergency access), utility facilities (water, wastewater, and storm water), and wildfire (pollutants,

infrastructure and flooding/landslides). Impacts which would be greater than the project include biological resources (sensitive species and habitats, jurisdiction wetlands and waters, and wildlife corridors), land use and planning (conflicts with plans), aesthetics (all thresholds), agricultural resources (farmland conversion, conflicts with zoning or Willaimson Act Contracts and other conversions), energy (all thresholds), noise (groundborne vibration), transportation (conflicts with plans), and wildfire (emergency response and evacuation). Refer to Table 6-1 for a detailed comparison of significant impacts.

6.2.19.2 Project Objectives

The No Project Alternative would not implement required density pursuant to Programs 7, 8, and 9 of their Housing Element (Objective 2) and would not channel the bulk of future housing and job growth into already urbanized areas (Objective 3). Under this objective, none of the remaining project objectives would be met to the same degree as the project.

6.3 Reduced Density/Intensity Alternative

Under this alternative, the GPU land uses as described in Table 3-2 in Chapter 3.0 of this PEIR would be amended to reduce the overall density allowances. Density would still meet the state Regional Housing Needs Allocation (RHNA) obligation of 5,443 dwelling units but would not exceed this amount of new hosing potential. Similarly, this alternative would result in less intense commercial and mixed-use opportunities. Overall growth projections assumed under this alternative would be reduced compared to the project.

6.3.1 Land Use and Planning

The project would be consistent with all applicable plans and policies and no significant impacts were identified in relation to land use plan or policy consistency. Under the Reduced Density/Intensity Alternative, the proposed GPU, SSCSP, and CAP would remain consistent with all applicable plans and policies. The Reduced Density/Intensity Alternative would still meet the required rezoning to implement Programs 7, 8, and 9 of the 6th Cycle 2021-2029 Housing Element. Similar to the project, the Reduced Density/Intensity Alternative would not physically divide an established community. Therefore, impacts related to land use and planning under the Reduced Density/Intensity Alternative would be the same compared to the project.

6.3.2 Aesthetics

The project would result in less than significant impacts related to scenic vistas, visual character and quality, and light or glare. The GPU and SSCSP provide direction to support residential growth and commercial development goals of the City and include policies that would maintain coastal view corridors, protect scenic views, preserve scenic resources, design development to complement and frame unique landforms, and provide architectural and building design guidance. The Reduced Density/Intensity Alternative would result in lower development intensities (e.g., height and floor area ration) and less dense development projects. Therefore, impacts related to scenic views would be the same compared to the project.

Future development would be guided by GPU and SSCSP policies to ensure structural consistency, scenic quality, and maintenance and enhancement of community character throughout the corridors. However, due to the reduced development potential, the creation of Pedestrian Priority Zones and other aesthetic amenities would not be constructed to the same degree. Therefore, impacts to visual character would be greater compared to the project because enhanced pedestrian environments, as envisioned by the City, would not provide the same support for pedestrian activities including wider sidewalks with streetside amenities and buffering between walkway and streets. Therefore, impacts related to visual quality and character under the Reduced Density/Intensity Alternative would be greater compared to development under the project.

6.3.3 Agricultural and Forestry Resources

The Reduced Density/Intensity Alternative would result in increased development potential throughout the City, albeit to a lesser degree compared to the project. Because similar policies would apply under the Reduced Density/Intensity Alternative, the GPU framework under this alternative would support retention of agricultural land uses within South Morro Hills. Therefore, development outside of South Morro Hills could be converted to non-agricultural uses. The extent of impacts to agricultural resources resulting from implementation of the Reduced Density/Intensity Alternative would be greater compared to the project because it would provide fewer opportunities for development within urbanized areas and thereby increase development pressure on peripheral areas like South Morro Hills. This alternative would require implementation of mitigation measures, which, like the project would not result in a reduction of impacts to less than significant levels and impacts related to conversion of agricultural land uses would remain significant and unavoidable. However, due to the increased potential conversion of farmland within areas including South Morro Hills, impacts resulting from farmland conversion or other possible conversion of agricultural land of agriculture under this alternative would be in greater compared to the project.

Mostly all Williamson Act Contracts' land is within South Morro Hills. Like the project, no land use changes are proposed that would affect uses within South Morro Hills. Therefore, with implementation of the mitigation measure requiring updates to Agricultural District/South Morro Hills development standards to be consistent with the City GPU policy framework for agricultural resource conservation, impacts would be the same as the project.

Under both the project and Reduced Density/Intensity Alternative, no impacts would occur to land zoned for forest land, timberland, or timberland production. Impacts would be the same under either scenario.

6.3.4 Air Quality

The project would result in significant and unavoidable significant impacts related to consistency with air quality plans and air quality standards due to the project's buildout to be beyond that anticipated by the RAQs. The Reduced Density/Intensity Alternative would likewise result in greater buildout than the City's existing Plan (upon which the RAQs are based), albeit to a lesser degree. While impacts under the Reduced Density/Intensity Alternative would be significant and unavoidable, the extent of the alternative's inconsistency would be less compared to the project.

The project would result in significant impacts with mitigation related to consistency with air quality plans and air quality standards. The application of mitigation measures would require future projects that may exceed the daily operational emissions thresholds to determine project level impacts are propose design features to reduce emission levels to the greatest extent feasible. The Reduced Density/Intensity Alternative would result in reduced development intensities compared to the project. However, individual future projects could still exceed City thresholds. Like the project, project level air quality analysis would be required to ensure reduction measures are included in development plans to reduce impacts to less than significant levels. Therefore, while buildout under the Reduced Density/Intensity Alternative would be less intense than under the project, impacts related to air quality standards would be the same.

6.3.5 Biological Resources

The extent of impacts to biological resources resulting from implementation of the Reduced Density/Intensity Alternative would be greater compared to those identified for the project. Although the extent and areas of disturbance by development would be reduced, this alternative would be less compact and potentially lead to greater sprawl throughout the City. Also, protection of wildlife corridors would not be implemented to the same degree because there would be less development to preserve land and construct required improvements. This alternative would implement biological mitigation measures, follow conservation measures set out in proposed GPU policies, and adhere to the City's SCOA to reduce potentially significant impacts. However, because development would be less concentrated, impacts to sensitive species, sensitive habitats, wetlands, and wildlife corridors under this alternative would be greater compared to the project.

Without the benefit of private development preserving biologically sensitive resources and implementing the guidelines of the draft SAP, future development would not align with local protection policies to the same degree as the project. Impacts related to Local Protection Policies and Habitat Conservation Plans would be greater compared to the project.

6.3.6 Cultural and Tribal Cultural Resources

The extent of impacts to cultural resources resulting from implementation of the Reduced Density/Intensity Alternative would be less to those identified for the project, as the extent and areas of disturbance by development would be reduced compared to the project. This alternative would implement mitigation measures and follow conservation measures set out in proposed GPU policies to reduce potentially significant impacts. With inclusion of these measures impacts to historical, archeological, and tribal cultural resources would be less than significant with mitigation which is the same as the project. However, due to the reduced areas of disturbance by future development under this alternative, potential impacts to resources would be in incrementally less compared to the project. Impacts to human remains would be the same under both scenarios as future projects would adhere to Public Resources Code Section 5097 relating to the protection of Native American burial sites.

6.3.7 Energy

The project would result in less than significant impacts related to energy consumption and renewable energy and efficiency plans. The Reduced Density/Intensity Alternative would result in reduced development intensities compared to the project. The alternative would result in similar impacts related to energy consumption and renewable energy and efficiency plans, although to a lesser extent than the project. Therefore, impacts related to energy use under the Reduced Density/Intensity Alternative would be less compared to the project.

6.3.8 Geology and Soils

The extent of impacts to geology and soils resulting from implementation of the Reduced Density/Intensity Alternative would be less than those identified for the project, as the extent and areas of disturbance by development would be reduced compared to the project. The alternative would implement mitigation measures and comply with proposed GPU policies to reduce potentially significant impacts. With inclusion of these measures impacts to geology and soils would be less than significant with mitigation which is the same as the project. However, due to the reduced areas of disturbance by future development under this alternative, potential impacts would be in incrementally less compared to the project.

6.3.9 Greenhouse Gas Emissions

Under this alternative, residential density and intensity of development (commercial and mixed-use) would be increased compared to the existing condition but reduced compared to the project. The CAP Update associated with this alternative would be developed to provide adequate reduction measures to address the overall growth projections assumed under this alternative. Therefore, impacts related to GHG emissions would be the same compared to the project.

6.3.10 Hazards and Hazardous Materials

The extent of impacts to hazards and hazardous materials resulting from implementation of the Reduced Density/Intensity Alternative would be similar to those identified for the project. Like the project, future development under this alternative would be required to adhere to all federal, state, and local regulations related to and handling transport and accidental release of hazardous materials Additionally, like the project, consistency with federal, state, and local regulations, along with consistency with GPU policies, would require future development to show compatibility with the zoning, adopted emergency response planes and fire regulations. Therefore, while buildout under the Reduced Density/Intensity Alternative would be less intense than under the project, due to regulatory compliance impacts related to hazards would be the same.

6.3.11 Hydrology and Water Quality

The extent of impacts to hazards and hazardous materials resulting from implementation of the Reduced Density/Intensity Alternative would be similar to those identified for the project, Like the

project, future development under this alternative would be required to adhere to all federal, state and local regulations related to water quality, storm water discharge, drainage patterns, and flood hazards. Therefore, while build out under the Reduced Density/Intensity Alternative would be less intense than under the project, due to regulatory compliance impacts related to hazards would be the same.

6.3.12 Mineral Resources

Most of the City is designated as MRZ-3, which is not considered to be a significant MRZ. Development under the project or Reduced Density/Intensity Alternative would result in buildout of the same general areas as the project, albeit to a lesser degree. Like the project this alternative would not result in the loss of availability of known mineral resources that would be of value to the region. Therefore, impacts related to mineral resource availability and local mineral resources under the Reduced Density/Intensity Alternative would be the same compared to the project.

6.3.13 Noise

The project would result in significant and unavoidable impacts related to traffic-related noise level increases. Like the project, the Reduced Density/Intensity Alternative would add additional traffic on the roadways due to increased development, albeit to a lesser degree. Therefore, increased traffic noise under the No Project Alternative would be less compared to the project.

The project would result in less than significant impacts associated with groundborne vibration and noise. Like the project, the Reduced Density/Intensity Alternative would implement City Code of Ordinance regulations and proposed GPU policies specifically including the requirement for construction noise and vibration control measures, standards, and monitoring procedures. Additionally, future development under the Reduced Density/Intensity Alternative would implement SSCSP policies limiting land uses near the north-south railroad tracks and the east-west Sprinter rail line unless vibration isolation construction is undertaken. Therefore, impacts related to groundborne vibration and noise would be less than significant. However, because development potential would be less under the Reduced Density/Intensity Alternative, impacts would be less compared to the project.

The Reduced Density/Intensity Alternative would result in the same impacts related to airport noise compared to the project. Under either scenario, Land uses would not be exposed to airport noise levels that exceed the ALUCP noise compatibility criteria.

6.2.14 Population and Housing

Although the Reduced Density/Intensity Alternative would accommodate less population growth compared to the project, it would meet the City's RHNA requirements. Like the project, the Reduced Density/Intensity Alternative would not directly or indirectly induce population growth, but rather provide housing beyond the existing General Plan and would not permanently displace existing housing or people. Therefore, impacts relating to population and housing under the Reduced Density/Intensity Alternative would be the same compared to the project.

6.3.15 Public Services, Parks, and Recreation

The Reduced Density/Intensity Alternative would result in an increase in development potential throughout the City, albeit to a lesser degree than the project. With respect to fire and police protection, existing regulations and proposed GPU policies would reduce future development's need to expand or construct new fire facilities to serve the increased population. Like the project, absent specific development plans the need for expanded or new future fire stations cannot be determined. Therefore, at a program level of review impacts related to the construction and operation of potential future fire and police facilities would be significant and unavoidable. However, because development potential would be less under this alternative, potential impacts to the environment from expanded or newly constructed facilities would be less compared to the project.

This alternative would generate less population compared to the project. Therefore, while this alternative could place a burden on existing schools, parks and recreation, and libraries, it would be incrementally less compared to the project.

6.3.16 Transportation

The project would result in less than significant impacts related to conflicts with a program plan, ordinance, or policy, VMT, design feature hazards, and emergency access. The project would construct roadways and circulation intended to align with planned multimodal improvements to accommodate forecasted transportation demands due to increased population throughout the City. Additionally, the project would implement policies included in the GPU IM Element and SSCSP in order to improve the circulation network through the City consistent with adopted regional and local plans. Like the project, the Reduced Density/Intensity Alternative would implement planned road modification and be subject to policy guidance ensuring transportation improvements provide adequate functioning of the transportation system. However, because the Reduced Density/Intensity Alternative would result in less development, it would not be in a position to implement and design a complete streets network consistent with SANDAG's Regional Transportation Plan to the same degree as the project. Therefore, under the Reduced Density/Intensity Alternative, conflicts with programs, plans, and policies addressing the circulation system would be greater compared to the project.

Unless screened out pursuant to the City's TIA Guidelines (City of Oceanside 2020), individual future projects under the Reduced Density/Intensity Alternative would be required to prepare a VMT analysis. If the project specific VMT analysis determines that a project would individually exceed City thresholds, it would be required to apply reduction measures and strategies to reduce the VMT generated by the project to acceptable levels. Therefore, under the Reduced Density/Intensity Alternative, impacts associated with VMT would be the same compared to the project.

Like the project, the Reduced Density/Intensity Alternative would not introduce new road design hazards to the City's circulation system. Under either scenario, future development would be required to adhere to City regulations and standards to ensure that a substantial increase in hazards or incompatible uses would not occur. Likewise, under either scenario, future projects would be required to adhere to existing standards relating to emergency access including the assurance of adequate ingress and egress into new development and maintaining adequate LOS on City streets.

Therefore, impacts related to street design hazards and emergency access under the Reduced Density/Intensity Alternative would be same compared to the project.

6.3.17 Utilities and Service Systems

Like the project, any necessary improvements, utility relocations, or new infrastructure needed for water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications for future development under the Reduced Density/Intensity Alternative cannot be determined at a program level of review, impacts would be significant and unavoidable. However, because buildout of the City under this alternative would result in less intensity of uses, impacts would be incrementally less compared to the project.

There would be adequate water supplies, wastewater and solid waste capacity to support future development under the project. Buildout under the Reduced Density/Intensity Alternative would result in less intense development compared to the project, resulting in less of a demand on water supplies, wastewater capacity, and solid waste. Therefore, while there would be adequate services available under either scenario, future development under the Reduced Density/Intensity Alternative would result in incrementally less of a demand compared to the project.

6.3.18 Wildfire

The project would result in less than significant impacts to wildfire related to emergency response and evacuation plans. Like the project, the Reduced Density/Intensity Alternative would include policies that ensure future development of more than two acres within the City's Very High Fire Hazard Severity Zone include two evacuation routes. Additionally, future projects under the Reduced Density/Intensity Alternative would adhere to City emergency plans. Therefore, impacts associated with emergency response and evacuation plans would be the same compared to the project.

Due to less compact development plan, the Reduced Density/Intensity Alternative could result in increased sprawl, rather than the concentrated development proposed for the project. Buildout of this alternative would not focus development in the City's urban corridors thereby increasing opportunities for impacts associated with pollutants, infrastructure, and flooding or landslides that could result from wildfire. Although future projects under this alternative would be required to adhere to all relevant CBC and CFC regulations relating to fuel management measures, flood free building sites, and use of fire-resistant building materials, because it is less compact, potential impacts from natural hazards including flooding and landslide due to wildfire would be greater compared to the project.

6.3.19 Conclusions

6.3.19.1 Impact Summary

The Reduced Density/Intensity Alternative would incrementally reduce the severity of impacts compared to the project for the issues of air quality (consistency with plans, sensitive receptors, odors), cultural and tribal cultural resources (historical, archeological and tribal cultural resources),

noise (noise levels and air borne vibration), public services and recreation (all thresholds), and utilities (all thresholds).

Impacts from the Reduced Density/Intensity Alternative would be the same or similar include land use (physically divide an established community), aesthetics (scenic vistas/views and light or glare), agriculture (agricultural zoning, and conflicts with forest land or timberland zoning), air quality (air quality standards), cultural and tribal cultural resources (human remains), hazards and hazardous materials (all thresholds), hydrology and water quality (all thresholds), mineral resources (all thresholds), noise (aircraft), population and housing (all thresholds), transportation (VMT, design features, and emergency access), and wildfire (emergency response, pollutants, and infrastructure).

Impacts under the Reduced Density/Intensity Alternative that would be greater than the project's impacts include aesthetics (visual quality and character), agricultural resources (farmland and other conversion), biological resources (all thresholds), transportation (conflict with plans), and wildfire (flooding or landslide). Refer to Table 6-1 for a detailed comparison of significant impacts.

6.3.19.2 Project Objectives

The Reduced Density/Intensity Alternative would meet all of the project objectives. However, it would be to a lesser degree compared to the project. Specifically, while this alternative would address required rezoning to implement Programs 7, 8, and 9 of the 6th Cycle 2021-2029 Housing Element (Objective 2), the City would not likely be able to accommodate anticipated growth pursuant to SANDAG forecasts. Additionally, absent the intensity of the proposed project, the City would not channel the bulk of future housing and job growth into already urbanized areas to reduce urban sprawl, create synergies between residential and non-residential uses, and promote active transportation and transit ridership (Objective 3) as it could under the project.

6.4 Environmentally Superior Alternative

The environmentally superior alternative is generally defined as the alternative which would result in the least adverse environmental impacts on the project area. The Reduced Density/Intensity Alternative is selected as the Environmentally Superior Alternative due to its ability to meet the basic project objectives.

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Chapter 9.0
Mitigation Monitoring and Reporting Program

California Environmental Quality Act (CEQA) Section 21081.6 requires that a mitigation monitoring and reporting program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

This Program EIR (PEIR) is prepared for the City of Oceanside (City) General Plan Update (GPU) and Smart and Sustainable Corridors Specific Plan (SSCSP), collectively referred to as the project, incorporated herein as referenced, focuses on issues determined to be potentially significant City.

The issues addressed in the PEIR include land use, aesthetics, agricultural and forestry, air quality, biological resources, cultural and tribal resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, population and housing, public services and recreation, transportation, utilities and service systems, and wildfire.

Public Resources Code Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, the following potentially significant impacts were identified:

- Agricultural and forestry resources (farmland conversion, agricultural zoning or Williamson Act Contracts)
- Air quality (consistency with air quality plans, air quality standards)
- Biology (sensitive species and habitat, jurisdictional wetlands and waters)
- Cultural and tribal cultural resources (historical resources, archaeological sites, tribal cultural resources)
- Geology (paleontological resources or unique geologic feature)
- Noise (increase in ambient noise levels)
- Public Services (new or expanded of fire and police protection facilities)
- Utilities and service systems (utility facilities)

The environmental analysis concluded that the potentially significant impacts associated with the resource areas identified above would be reduced to less than significant levels through implementation of mitigation measures, where applicable, to the extent feasible. However, the environmental analysis concluded that the following impacts would remain significant and unavoidable:

- Agricultural and forestry resources (farmland conversion)
- Air quality (consistency with air quality plans)
- Noise (increase in ambient noise levels)
- Public services (new or expanded fire and police protection facilities)
- Utilities and service systems (utility systems)

Table 9-1 Mitigation Monitoring and Reporting Program				
Mitigation Measure	Potentially Significant Impact	Mitigation Measure	Timeframe for Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Agricultural Resources				
AG-1	Agriculture – Farmland Conversion	**AG-1: South Morro Hills Community Plan, Agricultural District Development Standards, and Standard Conditions of Approval** Prior to any development proceeding under the City's GPU VSR policy framework for development within the Inland Agricultural District, the City shall prepare a South Morro Hills Community Plan along with updated development standards applicable to Agricultural District lands that would support implementation of GPU VSR Policies 5-72 and 5-73. Standard Conditions of Approval would be developed along with this effort to support retention of agriculture as a primary land use in South Morro Hills. The South Morro Hills Community Plan and Agricultural District development standards shall include policies to ensure protection of the most valuable on-site agricultural resources. Policies and/or development standards shall address the location and siting criteria for residential use to ensure development occurs in areas least suitable for agricultural use and shall define criteria for locating clustered development to support conservation of the highest value agricultural and biological resources. Policies and/or development standards shall include recommendations for reducing conflicts between agricultural and non-agricultural land uses (e.g., interface conflicts). Some examples of design elements that may reduce potentially significant indirect impacts to agricultural resources include: • Locate trails away from accessible (e.g., not fenced) crop areas to reduce trespass/theft and disease introduction; • Design project access to direct future occupants away from active farms and not towards active farms; • Incorporate appropriate fencing or other barriers to minimize trespass; • Orient project features that would be considered high-use areas (balconies, backyards, parks, etc.) away from active farms; • Incorporate internal compatibility buffers to separate agricultural parcel(s) from non-agricultural land uses to ensure long term viability of the on-site agricultural parcel(s); • Locate parks away from agricultural uses ; • Restrict uses incompatible with agriculture in areas adjacent to areas intended for agricultural preservation; • Incorporate appropriate land use transitions such as reduced density near adjacent farmland to decrease the number of residents that abut farms; and • Identify specific measures applicable to development within one-quarter mile of a property under a Williamson Act Contract to avoid indirect impacts. As part of the future planning effort for South Morro Hills, the City shall develop Standard Conditions of Approval (SCOAs) applicable to residential development within the Agricultural District to minimize adverse impacts related to farmland conversions and provide standard and objective requirements. The following draft SCOAs would implement the GPU VSR policy framework for South Morro Hills and should be refined and expanded as needed. Additional SCOAs may be identified through the future planning process for South Morro Hills. **Limited Building Zone** The following draft standard condition for a limited building zone would be evaluated and finalized to apply to future development within the Agricultural District that is adjacent to active agricultural operations. • Prior to the issuance of grading permits, a minimum 50-foot-wide Limited Building Zone easement shall be granted to the City of Oceanside for the protection of off-site agricultural resources. • The easement shall prohibit the construction or placement of any residence, garage, accessory structure, or recreational amenities such as tennis courts or swimming pools, designed or intended for occupancy by humans or animals, or other such uses that may create agricultural interface conflicts. • Alternative protective measures can be implemented to allow a reduced buffer, with prior approval of the City, provided the protective measures would provide equal or greater protection to the adjacent agricultural resources or activities. • The Limited Building Zone shall permit the construction or placement of only the following: 1. Fences, and similar structures, no higher than six feet or as regulated by the City's Zoning Ordinance. 2. Sheds and detached garages, less than 250 square feet in total floor area. 3. Landscaping and agricultural uses, including greenhouses and other enclosed structures that provide for cultivation and processing of agricultural goods. 4. On-site fire clearing.	Prior to the issuance of any land development permits or development activities.	City of Oceanside

Table 9-1 Mitigation Monitoring and Reporting Program				
Mitigation Measure	Potentially Significant Impact	Mitigation Measure	Timeframe for Mitigation	Monitoring, Enforcement, and Reporting Responsibility
		Agricultural Conservation Easement The following draft standard condition for a conservation easement would apply to development within the Agricultural District on parcels 40 acres in size or greater that propose a clustered development project pursuant to VSR Policy 5-72. • Prior to issuance of a grading permit, the City shall require recordation of an Agricultural Conservation Easement, to be granted to the City for the protection of on-site agricultural resources in perpetuity. The purpose of the easement is to ensure the protection of agricultural resources to ensure that the land remains available for potential agricultural use. The easement shall prohibit construction of any structures or development that would result in the conversion of agricultural land. Sheds and structures accessory to the on-site agricultural use are permitted.		
	Agriculture – Agricultural Zoning or Williamson Act Contracts	See AG-1.		
Air Quality				
AQ-1	Air Quality – Air Quality Standards	**AQ-1: Daily Operational Emissions** For individual projects that may exceed the daily operational emissions thresholds established by the City and the SDAPCD, the owner/permitee shall conduct an analysis of the project's operational air quality impacts using the latest available CalEEMod mode, or other analytical method determined in conjunction with the City. If such analyses identify potentially significant regional or local air quality impacts, project-level mitigation and/or project design features would be required to reduce operational impacts to less than significant. Mitigation to reduce operational impacts depends on the specific project, but may include measures such as, but not limited to: • Demonstrate net zero energy expenditure; • Implementation of transportation demand management measures; • Prohibit the installation of woodstoves, hearths, and fireplaces in new construction facilitate by the GPU; • Expand and facilitate completion of planned networks of active transportation infrastructure; • Implement electric vehicle charging infrastructure beyond requirements set forth in the 2022 California Green Building Standards Code (CALGreen) mandatory measures, such as Tier 2 voluntary measures set forth in 2022 CALGreen (or future more stringent) standards; and • Implement traffic demand measures, such as unbundling parking fees from rent/lease options, encouraging/developing a ride-share program for the community, and provide car/bike sharing services, that will reduce daily individual car usage and reduce project VMT.	Prior to the issuance of any land development permits or development activities.	City of Oceanside
Biological Resources				
BIO-1	Biology – Sensitive Species and Habitat	**BIO-1: Biological Assessment and Habitat Based Mitigation** Prior to approval of development permits, where new development is proposed on land that may support special-status species or sensitive vegetation communities, the City shall require an assessment of potential impacts to existing biological resources. The assessment must be conducted by an independent, qualified biologist. The biological analysis shall include an evaluation of the project's direct, indirect, and cumulative impacts to sensitive species, sensitive habitats and wetlands. Surveys shall follow guidelines established for state- and/or federally-listed species. The analysis shall evaluate how the project has been designated to minimize and avoid impacts to the extent feasible and demonstrate consistency with the GPU and SSCSP policy framework, as applicable. Any unavoidable impacts to sensitive habitats shall be mitigated following the ratios identified in the City's VSR Element Table 5-1. The location of mitigation shall not be isolated and shall support overall buildout of the City's preserve system. The biological analysis shall identify species present or with a potential to occur on-site and shall identify avoidance strategies to minimize or avoid impacts to special-status species. Any potential impacts to state- or federally-listed species or their habitats and/or to jurisdictional waters would require permitting under the appliable regulatory agency including but not limited to the USACE, USFWS, CDFW, and the Regional Water Quality Control Board. Any unavoidable wetland impacts shall be mitigated to ensure a no net loss of wetlands. The analysis shall identify mitigation to ensure adverse effects are minimized to the extent feasible, consistent with the City's policy and conservation framework. A monitoring and reporting program that ensures long-term stewardship of sensitive habitats conserved as mitigation or avoidance shall be implemented.	Prior to the issuance of any land development permits or development activities.	City of Oceanside; U.S. Army Corps of Engineers; U.S. Fish and Wildlife Service; California Department of Fish and Wildlife; and Regional Water Quality Control Board
BIO-2	Biology – Sensitive Species and Habitat	**BIO-2: Conservation Requirements** 1. Prior to approval of development permits, require all mitigation sites to be designated as Preserve, protected by legally binding conservation easements and managed in perpetuity by a qualified and adequately resourced entity (e.g., private land trust, government agency). 2. Utilize City-owned habitat areas primarily to mitigate impacts associated with capital improvement projects and other City-initiated actions. 3. Allow mitigation outside of Oceanside only as a last resort and only when such mitigation contributes to habitat connectivity in areas covered by the North County Multiple Habitat Conservation Plan.	Prior to the issuance of any land development permits or development activities.	City of Oceanside
	Biology – Jurisdictional Wetlands and Waters	See BIO-1 and BIO-2		

Table 9-1 Mitigation Monitoring and Reporting Program				
Mitigation Measure	Potentially Significant Impact	Mitigation Measure	Timeframe for Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Cultural and Tribal Cultural Resources				
CUL-1	Cultural and Tribal Cultural Resources – Historical Resources	**CUL-1: Buildings Older than 45 Years** Prior to issuance of any permit for a future development project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City shall determine whether the affected building/structure is historically significant. The City may require preparation of a historic evaluation to verify the historic significance of a structure. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as defined by the California Register of Historical Resources. If a building is found to be not historically significant, no additional requirements would be imposed. However, if a structure is found to be historically significant, avoidance or mitigation shall be implemented. Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to: • Preparing a historic resource management plan; • Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); • Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; • Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and • Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning. • Documentation of the building or structure to be removed using the Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) formats. • Interpretive panels, displays, brochures, and/or websites to interpret and display the stories, associations, and feelings tied to the building or structure. If potentially significant impacts to an identified historical resource are identified, the historic resources report would recommend appropriate mitigation to reduce the impacts to below a level of significance.	Prior to the issuance of any land development permits or development activities.	City of Oceanside
CUL-2	Cultural and Tribal Cultural Resources – Archaeological Sites	**CUL-2: Archaeological Sites** During future City review of development applications, the City shall review proposed development sites to identify the potential for the site to support buried archaeological resources. Redevelopment of existing developed sites or development on existing graded sites would not require further study due to a lack of potential to support buried archaeological resources. However, where development is proposed on previously undisturbed sites or where grading would disturb portions of the soil profile that were previously undisturbed, the City shall require the following steps be taken to determine the presence of archaeological resources and the appropriate mitigation for any significant resources which may be impacted by a development activity. 1. The City shall require preparation of an archaeological survey report prepared by a qualified archaeologist. The evaluation report would generally include background research, field survey, archaeological testing, as needed, and analysis. A confidential appendix must be submitted (under separate cover) including records search information gathered during background research and California Department of Parks and Recreation site forms for archaeological sites and traditional cultural properties containing the confidential resource maps. 2. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. Once the background research is complete, a field reconnaissance must be conducted by a qualified archaeologist. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. 3. If an archaeological or tribal cultural resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site would be impacted.	Prior to the issuance of any land development permits or development activities.	City of Oceanside; Tribal Representatives

Table 9-1 Mitigation Monitoring and Reporting Program				
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		4. If significant archaeological or tribal cultural resource are identified an agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then archaeological monitoring is required during ground disturbance. 5. Preferred mitigation for historical resources is to avoid the resource through project redesign. If cultural resources avoidance is pursued, a cultural open space easement may be required to ensure protection of the site in perpetuity. Fencing and/or signage may be required depending on the location of the avoided site and its accessibility. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. Where preserve in place is not feasible, Site Capping Plan may be implemented. A qualified archaeologist shall prepare a capping plan for review by the City for approval. The plan shall include site capping duties, a contract agreement that the capping will be completed, and a cost estimate for the capping plan and reporting. The qualified archaeologist shall provide evidence that a Native American of the appropriate tribal affiliation has also been contracted to perform Native American Monitoring of the capping plan activities. Upon completion of the implementation of the capping plan, a report of the results shall be presented to the City, or a consultant designated by the City, for review and approval. 6. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City prior to draft CEQA document distribution. All archaeological materials recovered during both the survey, significance testing, and data recovery phases, shall be curated at a San Diego facility that meets federal standards per 36 Code of Federal Regulations Part 79, or a tribal curation facility or repatriation program. The collections and associated records shall be transferred, including title, to an appropriate curation facility as deemed adequate by the City of Oceanside, to be accompanied by payment of the fees necessary for permanent curation. Upon completion of the data recovery program, the applicant shall submit a final cultural resources report to the City of Oceanside, or a consultant designated by the City, for review and approval. The final report shall include a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.		
CUL-3	Cultural and Tribal Cultural Resources – Archaeological Sites	**CUL-3: Grading Monitor** All development projects that have identified the potential for unearthed archaeological and/or tribal cultural resources shall include a qualified archaeological and Native American monitor as follows: 1. Prior to the start of ground-disturbing activities, the applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology (Federal Register 48 44716 1983, as amended in 1997). The applicant shall also retain a Native American monitor of Luiseño decent. 2. Prior to start of ground-disturbing activities, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The applicant shall ensure that construction personnel attend the training and sign an attendance acknowledgement form. The applicant shall retain documentation demonstrating attendance. 3. The qualified archaeologist, or an archaeological monitor (working under the direct supervision of the qualified archaeologist), shall observe all initial ground-disturbing activities, including but not limited to brush clearance, vegetation removal, grubbing, grading, and excavation. The qualified archaeologist, in coordination with the City and Native American monitor, may reduce or discontinue monitoring if it is determined by the qualified archaeologist that the possibility of encountering buried archaeological deposits is low based on observations of soil stratigraphy or other factors. Archaeological monitoring shall be conducted by an archaeologist familiar with the types of archaeological resources that could be encountered within the project site. The archaeological monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of a discovery until the qualified archaeologist has evaluated the discovery and determined appropriate treatment (as prescribed below). The archaeological monitor shall keep daily logs detailing the types of activities and soils observed, and any discoveries. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring. The report shall be submitted to the City and any Native American groups who request a copy. A copy of the final report shall be filed at the SCIC. 4. The Native American monitor shall be present for any pre-construction meeting and for all ground-disturbing activities associated with the project. Should any cultural or tribal cultural resources be discovered, no further grading shall occur in the area of the discovery until a designee of the City, with concurrence from the Native American monitor and archaeologist, is satisfied with the evaluation of the discovery and treatment of the resource has occurred. I 5. If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource under CEQA, avoidance and preservation in place is the preferred manner of preservation. Preservation in place may be accomplished by, but is not limited to,	Prior to the issuance of any land development permits or development activities.	City of Oceanside; Tribal Representatives

Table 9-1 Mitigation Monitoring and Reporting Program				
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		avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible method available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the City and Native American monitor that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. 6. To document the completion of archaeological and Native American grading monitoring during the grading phase of the project, a final Grading Monitoring and Data Recovery Report that documents the results, analysis, and conclusions of all phases of the Archaeological/Tribal Cultural Monitoring Program shall be prepared. The report shall include the following: (1) daily monitoring logs; (2) evidence that all cultural resources collected during the grading monitoring program has been curated at a San Diego facility that meets federal standards per 36 CFR Part 79, a tribal curation facility or repatriation program,; and (3) if no cultural resources are discovered, a Negative Monitoring Report must be submitted stating that the grading monitoring activities have been completed. The final Grading Monitoring and Data Recovery Report shall be submitted to the City, or consultant designated by the City, for review and approval.		
	Cultural and Tribal Cultural Resources – Tribal Cultural Resources	See CUL-2 and CUL-3		
Geology and Soils				
GEO-1	Geology – Paleontological Resources or Unique Geologic Feature	**GEO-1: Paleontological Resources** Prior to the issuance of grading permits, the applicant shall provide written confirmation to the City of Oceanside that a qualified paleontologist been retained. A qualified paleontologist is defined as an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques and has expertise in local geology, stratigraphy, and biostratigraphy. The qualified paleontologist shall perform the following: • Attend the pre-construction meeting and provide worker environmental awareness training at the pre-construction meeting as well as at the jobsite the day grading is to be initiated. In addition, the qualified paleontologist shall inform the grading contractor and City Engineer of the paleontological monitoring program methodologies. • Identification of where paleontological monitoring of excavations impacting the San Diego Formation, Old Alluvial Floodplain Deposits, and deep excavations (greater than five feet below the ground surface) in areas underlain by Young Alluvial Floodplain Deposits is required within the project site based on construction plans and/or geotechnical reports. • Procedures for adequate paleontological monitoring (including necessary monitoring equipment), methods for treating fossil discoveries, fossil recovery procedures, and sediment sampling for microvertebrate fossils, including the following requirements: o A paleontological monitor shall be on-site at all times during the original cutting of previously undisturbed sediments of moderately to highly sensitive geologic units (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, and excavations below a depth of five feet below the ground surface in areas underlain by Young Alluvial Floodplain Deposits) to inspect cuts for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist. Monitoring is not required during shallow excavations within Young Alluvial Floodplain Deposits. o Paleontological monitoring is not required in areas underlain by Artificial Fill unless grading activities are anticipated to extend beneath the veneer of fill and impact underlying geological units with moderate to high paleontological sensitivity (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, or deeper excavations into Young Alluvial Floodplain Deposits). o If fossils are discovered, the qualified paleontologist and/or paleontological monitor shall recover them. The paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the resource to allow recovery of fossil remains. Because of the potential for the recovery of small fossil remains, it may be necessary in certain instances, and at the discretion of the qualified paleontologist, to set up a screen-washing operation on the project site. Alternatively, sediment samples can be collected and processed off-site. • Paleontological reporting and collections management: o Prepared fossils along with copies of all pertinent field notes, photos, maps, and the final paleontological monitoring report discussed below shall be deposited in a scientific institution with paleontological collections such as the San Diego Natural History Museum within 90 days of completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time. Any curation costs shall be paid for by the applicant. o A final paleontological monitoring report shall be completed. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils, and shall be submitted to the designated scientific institution within 90 days of the completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time.	Prior to the issuance of any land development permits or development activities.	City of Oceanside